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CHAPTER 1†: GENERAL DESCRIPTION

1.0 GENERAL INFORMATION

This Final Safety Analysis Report (FSAR) for Holtec International's HI-STORM 100 System is a compilation of information and analyses to support a United States Nuclear Regulatory Commission (NRC) licensing review as a spent nuclear fuel (SNF) dry storage cask under requirements specified in 10CFR72 [1.0.1]. This FSAR describes the basis for NRC approval and issuance of a Certificate of Compliance (CoC) for storage under provisions of 10CFR72, Subpart L, for the HI-STORM 100 System to safely store spent nuclear fuel (SNF) at an Independent Spent Fuel Storage Installation (ISFSI). This report has been prepared in the format and content suggested in NRC Regulatory Guide 3.61 [1.0.2] and NUREG-1536 Standard Review Plan for Dry Cask Storage Systems [1.0.3] to facilitate the NRC review process.

The purpose of this chapter is to provide a general description of the design features and storage capabilities of the HI-STORM 100 System, drawings of the structures, systems, and components important to safety, and the qualifications of the certificate holder. This report is also suitable for incorporation into a site-specific Safety Analysis Report, which may be submitted by an applicant for a site-specific 10 CFR 72 license to store SNF at an ISFSI or a facility similar in objective and scope. Table 1.0.1 contains a listing of the terminology and notation used in this FSAR.

To aid NRC review, additional tables and references have been added to facilitate the location of information requested by NUREG-1536. Table 1.0.2 provides a matrix of the topics in NUREG-1536 and Regulatory Guide 3.61, the corresponding 10CFR72 requirements, and a reference to the applicable FSAR section that addresses each topic.

The HI-STORM 100 FSAR is in full compliance with the intent of all regulatory requirements listed in Section III of each chapter of NUREG-1536. However, an exhaustive review of the provisions in NUREG-1536, particularly Section IV (Acceptance Criteria) and Section V (Review Procedures) has identified certain deviations from a verbatim compliance to all guidance. A list of all such items, along with a discussion of their intent and Holtec International’s approach for compliance with the underlying intent is presented in Table 1.0.3 herein. Table 1.0.3 also contains the justification for the alternative method for compliance adopted in this FSAR. The justification may be in the form of a supporting analysis, established industry practice, or other NRC guidance documents. Each chapter in this FSAR provides a clear statement with respect to the extent of compliance to the NUREG-1536 provisions. Chapter 1 is in full compliance with NUREG-1536; no exceptions are taken.

† This chapter has been prepared in the format and section organization set forth in Regulatory Guide 3.61. However, the material content of this chapter also fulfills the requirements of NUREG-1536. Pagination and numbering of sections, figures, and tables are consistent with the convention set down in Chapter 1, Section 1.0, herein. Finally, all terms-of-art used in this chapter are consistent with the terminology of the glossary (Table 1.0.1) and component nomenclature of the Bill-of-Materials (Section 1.5).

The generic design basis and the corresponding safety analysis of the HI-STORM 100 System contained in this FSAR are intended to bound the SNF characteristics, design, conditions, and interfaces that exist in the vast majority of domestic power reactor sites and potential away-from-reactor storage sites in the contiguous United States. This FSAR also provides the basis for component fabrication and acceptance, and the requirements for safe operation and maintenance of the components, consistent with the design basis and safety analysis documented herein. In accordance with 10CFR72, Subpart K, site-specific implementation of the generically certified HI-STORM 100 System requires that the licensee perform a site-specific evaluation, as defined in 10CFR72.212. The HI-STORM 100 System FSAR identifies a limited number of conditions that are necessarily site-specific and are to be addressed in the licensee's 10CFR72.212 evaluation. These include:

- Siting of the ISFSI and design of the storage pad (including the embedment for anchored cask users) and security system. Site-specific demonstration of compliance with regulatory dose limits. Implementation of a site-specific ALARA program.

- An evaluation of site-specific hazards and design conditions that may exist at the ISFSI site or the transfer route between the plant's cask receiving bay and the ISFSI. These include, but are not limited to, explosion and fire hazards, flooding conditions, land slides, and lightning protection.

- Determination that the physical and nucleonic characteristics and the condition of the SNF assemblies to be dry stored meet the fuel acceptance requirements of the Certificate of Compliance.

- An evaluation of interface and design conditions that exist within the plant's fuel building in which canister fuel loading, canister closure, and canister transfer operations are to be conducted in accordance with the applicable 10CFR50 requirements and technical specifications for the plant.

- Detailed site-specific operating, maintenance, and inspection procedures prepared in accordance with the generic procedures and requirements provided in Chapters 8 and 9, and the technical specifications provided in the Certificate of Compliance.

- Performance of pre-operational testing.

- Implementation of a safeguards and accountability program in accordance with 10CFR73. Preparation of a physical security plan in accordance with 10CFR73.55.

- Review of the reactor emergency plan, quality assurance (QA) program, training program, and radiation protection program.

The generic safety analyses contained in the HI-STORM 100 FSAR may be used as input and for guidance by the licensee in performing a 10CFR72.212 evaluation.

Within this report, all figures, tables and references cited are identified by the double decimal system m.n.i, where m is the chapter number, n is the section number, and i is the sequential number. Thus, for example, Figure 1.2.3 is the third figure in Section 1.2 of Chapter 1.

Revisions to this document are made on a section level basis. Complete sections have been replaced if any material in the section changed. The specific changes are noted with revision bars in the right margin. Figures are revised individually. Drawings are controlled separately within the Holtec QA program and have individual revision numbers. Bills-of-Material (BOMs) are considered separate drawings and are not necessarily at the same revision level as the drawing(s) to which they apply. If a drawing or BOM was revised in support of the current FSAR revision, that drawing/BOM is included in Section 1.5 at its latest revision level. Drawings and BOMs appearing in this FSAR may be revised between formal updates to the FSAR. Therefore, the revisions of drawings/BOMs in Section 1.5 may not be current.

Through revision 3 of this FSAR, discussions and specific analyses were presented that described and evaluated MPC designs called the MPC-24EF, MPC-32F, and MPC-68FF. These designs contained features required to classify them as secondary containments, permitting transportation of fuel debris under the auspices of 10 CFR 71, and were the only MPC designs allowed to be loaded with fuel debris. Recent changes to 10 CFR 71 have eliminated the need for secondary containment of fuel debris, so the non-F type MPCs (i.e., MPC-24E, MPC-32 and MPC-68) can now accept fuel debris. Any contents that used to require loading into an MPC-24EF, MPC-32F or MPC-68FF may therefore now be loaded in an MPC-24E, MPC-32 or MPC-68, respectively.

Table 1.0.1

TERMINOLOGY AND NOTATION

ALARA is an acronym for As Low As Reasonably Achievable.

Boral is a generic term to denote an aluminum-boron carbide cermet manufactured in accordance with U.S. Patent No. 4027377. The individual material supplier may use another trade name to refer to the same product.

Boral™ means Boral manufactured by AAR Advanced Structures.

BWR is an acronym for boiling water reactor.

C.G. is an acronym for center of gravity.

Commercial Spent Fuel or CSF refers to nuclear fuel used to produce energy in a commercial nuclear power plant.

Confinement Boundary means the outline formed by the sealed, cylindrical enclosure of the Multi-Purpose Canister (MPC) shell welded to a solid baseplate, a lid welded around the top circumference of the shell wall, the port cover plates welded to the lid, and the closure ring welded to the lid and MPC shell providing the redundant sealing.

Confinement System means the Multi-Purpose Canister (MPC) which encloses and confines the spent nuclear fuel during storage.

Controlled Area means that area immediately surrounding an ISFSI for which the owner/user exercises authority over its use and within which operations are performed.

Cooling Time (or post-irradiation cooling time) for a spent fuel assembly is the time between reactor shutdown and the time the spent fuel assembly is loaded into the MPC.

Critical Characteristic *means a feature of a component or assembly that is necessary for the proper safety function of the component or assembly. Critical characteristics of a material are those attributes that have been identified, in the associated material specification, as necessary to render the material's intended function.*

DBE means Design Basis Earthquake.

DCSS is an acronym for Dry Cask Storage System.

Damaged Fuel Assembly is a fuel assembly with known or suspected cladding defects, as determined by review of records, greater than pinhole leaks or hairline cracks, empty fuel rod locations that are not replaced with dummy fuel rods, *whose structural integrity has been impaired such that geometric rearrangement of fuel or gross failure of the cladding is expected*, or ~~those~~ that cannot be handled by normal means. Fuel assemblies that cannot be handled

by normal means due to fuel cladding damage are considered fuel debris.

Damaged Fuel Container (or Canister) means a specially designed enclosure for damaged fuel or fuel debris, which permits gaseous and liquid media to escape while minimizing dispersal of gross particulates. The Damaged Fuel Container/Canister (DFC) features a lifting location, which is suitable for remote handling of a loaded or unloaded DFC.

Design Heat Load is the computed heat rejection capacity of the HI-STORM system with a certified MPC loaded with CSF stored in uniform storage with the ambient at the normal temperature and the peak cladding temperature (PCT) at 400ºC. The Design Heat Load is less than the thermal capacity of the system by a suitable margin that reflects the conservatism in the system thermal analysis.

Design Life is the minimum duration for which the component is engineered to perform its intended function set forth in this FSAR, if operated and maintained in accordance with this FSAR.

Design Report is a document prepared, reviewed and QA validated in accordance with the provisions of 10CFR72 Subpart G. The Design Report shall demonstrate compliance with the requirements set forth in the Design Specification. A Design Report is mandatory for systems, structures, and components designated as Important to Safety. The FSAR serves as the Design Report for the HI-STORM 100 System.

Design Specification is a document prepared in accordance with the quality assurance requirements of 10CFR72 Subpart G to provide a complete set of design criteria and functional requirements for a system, structure, or component, designated as Important to Safety, intended to be used in the operation, implementation, or decommissioning of the HI-STORM 100 System. The FSAR serves as the Design Specification for the HI-STORM 100 System.

Enclosure Vessel (or MPC Enclosure Vessel) means the pressure vessel defined by the cylindrical shell, baseplate, port cover plates, lid, closure ring, and associated welds that provides confinement for the helium gas contained within the MPC. The Enclosure Vessel (EV) and the fuel basket together constitute the multi-purpose canister.

Equivalent (or Equal) Material *is a material with critical characteristics (see definition above) that meet or exceed those specified for the designated material.*

Fracture Toughness is a property, which is a measure of the ability of a material to limit crack propagation under a suddenly applied load.

FSAR is an acronym for Final Safety Analysis Report (10CFR72).

Fuel Basket means a honeycombed structural weldment with square openings which can accept a fuel assembly of the type for which it is designed.

TERMINOLOGY AND NOTATION

Fuel Debris refers to ruptured fuel rods, severed rods, loose fuel pellets, or fuel assemblies with known or suspected defects, which cannot be handled by normal means due to fuel cladding damage.

High Burnup Fuel, or HBF is a commercial spent fuel assembly with an average burnup greater than 45,000 MWD/MTU.

HI-TRAC transfer cask or HI-TRAC means the transfer cask used to house the MPC during MPC fuel loading, unloading, drying, sealing, and on-site transfer operations to a HI-STORM storage overpack or HI-STAR storage/transportation overpack. The HI-TRAC shields the loaded MPC allowing loading operations to be performed while limiting radiation exposure to personnel. HI-TRAC is an acronym for **H**oltec **I**nternational **Tra**nsfer **C**ask. In this FSAR there are three HI-TRAC transfer casks, the 125 ton standard design HI-TRAC (HI-TRAC-125), the 125-ton dual-purpose lid design (HI-TRAC 125D), and the 100 ton HI-TRAC (HI-TRAC-100). The 100 ton HI-TRAC is provided for use at sites with a maximum crane capacity of less than 125 tons. The term HI-TRAC is used as a generic term to refer to all three HI-TRAC transfer cask design, unless the discussion requires distinguishing among the three. The HI-TRAC is equipped with a pair of lifting trunnions and the HI-TRAC 100 and HI-TRAC 125 designs also include pocket trunnions. The trunnions are used to lift and downend/upend the HI-TRAC with a loaded MPC.

HI-STORM overpack or storage overpack means the cask that receives and contains the sealed multi-purpose canisters containing spent nuclear fuel. It provides the gamma and neutron shielding, ventilation passages, missile protection, and protection against natural phenomena and accidents for the MPC. The term "overpack" as used in this FSAR refers to all overpack designs, including the standard design (HI-STORM 100) and two alternate designs (HI-STORM 100S and HI-STORM 100S Version B). The term "overpack" also applies to those overpacks designed for high seismic deployment (HI-STORM 100A or HI-STORM 100SA), unless otherwise clarified.

HI-STORM 100 System consists of any loaded MPC model placed within any design variant of the HI-STORM overpack.

Holtite™ is the trade name for all present and future neutron shielding materials formulated under Holtec International's R&D program dedicated to developing shielding materials for application in dry storage and transport systems. The Holtite development program is an ongoing experimentation effort to identify neutron shielding materials with enhanced shielding and temperature tolerance characteristics. Holtite-A™ is the first and only shielding material qualified under the Holtite R&D program. As such, the terms Holtite and Holtite-A may be used interchangeably throughout this FSAR.

Holtite™-A is a trademarked Holtec International neutron shield material.

Important to Safety (ITS) means a function or condition required to store spent nuclear fuel safely; to prevent damage to spent nuclear fuel during handling and storage, and to provide reasonable assurance that spent nuclear fuel can be received, handled, packaged, stored, and retrieved without

undue risk to the health and safety of the public.

Independent Spent Fuel Storage Installation (ISFSI) means a facility designed, constructed, and licensed for the interim storage of spent nuclear fuel and other radioactive materials associated with spent fuel storage in accordance with 10CFR72.

Intact Fuel Assembly is defined as a fuel assembly without known or suspected cladding defects greater than pinhole leaks and hairline cracks, and which can be handled by normal means. Fuel assemblies without fuel rods in fuel rod locations shall not be classified as Intact Fuel Assemblies unless dummy fuel rods are used to displace an amount of water greater than or equal to that displaced by the fuel rod(s).

License Life means the duration for which the system is authorized by virtue of its certification by the U.S. NRC.

Long-term Storage means the time beginning after on-site handling is complete and the loaded overpack is at rest in its designated storage location on the ISFSI pad and lasting up to the end of the licensed life of the HI-STORM 100 System (20 years).

Lowest Service Temperature (LST) is the minimum metal temperature of a part for the specified service condition.

Maximum Reactivity means the highest possible k-effective including bias, uncertainties, and calculational statistics evaluated for the worst-case combination of fuel basket manufacturing tolerances.

METAMIC® is a trade name for an aluminum/boron carbide composite neutron absorber material qualified for use in the MPCs.

METCON™ is a trade name for the HI-STORM overpack. The trademark is derived from the **met**al-**con**crete composition of the HI-STORM overpack.

MGDS is an acronym for Mined Geological Disposal System.

Minimum Enrichment is the minimum assembly average enrichment. Natural uranium blankets are not considered in determining minimum enrichment.

Moderate Burnup Fuel, or MBF is a commercial spent fuel assembly with an average burnup less than or equal to 45,000 MWD/MTU.

Multi-Purpose Canister (MPC) means the sealed canister consisting of a honeycombed fuel basket for spent nuclear fuel storage, contained in a cylindrical canister shell (the MPC Enclosure Vessel). There are different MPCs with different fuel basket geometries for storing PWR or BWR fuel, but

all MPCs have identical exterior dimensions. The MPC is the confinement boundary for storage conditions.

NDT is an acronym for Nil Ductility Transition Temperature, which is defined as the temperature at which the fracture stress in a material with a small flaw is equal to the yield stress in the same material if it had no flaws.

Neutron Absorber Material is a generic term used in this FSAR to indicate any neutron absorber material qualified for use in the HI-STORM 100 System MPCs.

Neutron Shielding means a material used to thermalize and capture neutrons emanating from the radioactive spent nuclear fuel.

Non-Fuel Hardware is defined as Burnable Poison Rod Assemblies (BPRAs), Thimble Plug Devices (TPDs), Control Rod Assemblies (CRAs), Axial Power Shaping Rods (APSRs), Wet Annular Burnable Absorbers (WABAs), Rod Cluster Control Assemblies (RCCAs), water displacement guide tube plugs, orifice rod assemblies, and vibration suppressor inserts.

Planar-Average Initial Enrichment is the average of the distributed fuel rod initial enrichments within a given axial plane of the assembly lattice.

Plain Concrete is concrete that is unreinforced and is of density specified in this FSAR.

Post-Core Decay Time (PCDT) is synonymous with cooling time.

PWR is an acronym for pressurized water reactor.

Reactivity is used synonymously with effective neutron multiplication factor or k-effective.

Regionalized Fuel Loading is a term used to describe an optional fuel loading strategy used in lieu of uniform fuel loading *wherein the storage locations are ascribed to two distinct regions each with its own maximum allowable specific heat generation rate*. ~~Regionalized fuel loading allows high heat emitting fuel assemblies to be stored in fuel storage locations in the center of the fuel basket provided lower heat emitting fuel assemblies are stored in the peripheral fuel storage locations. Users choosing regionalized fuel loading must also consider other restrictions in the CoC such as those for non-fuel hardware and damaged fuel containers.~~ Regionalized fuel loading does not apply to the MPC-68F model.

SAR is an acronym for Safety Analysis Report (10CFR71).

Service Life means the duration for which the component is reasonably expected to perform its intended function, if operated and maintained in accordance with the provisions of this FSAR. Service Life may be much longer than the Design Life because of the conservatism inherent in the

codes, standards, and procedures used to design, fabricate, operate, and maintain the component.

Short-term Operations means those normal operational evolutions necessary to support fuel loading or fuel unloading operations. These include, but are not limited to MPC cavity drying, helium backfill, MPC transfer, and onsite handling of a loaded HI-TRAC transfer cask.

Single Failure Proof means that the handling system is designed so that all directly loaded tension and compression members are engineered to satisfy the enhanced safety criteria of Paragraphs 5.1.6(1)(a) and (b) of NUREG-0612.

SNF is an acronym for spent nuclear fuel.

SSC is an acronym for Structures, Systems and Components.

STP is Standard Temperature and Pressure conditions.

Thermal Capacity of the HI-STORM system is defined as the amount of heat the storage system, containing an MPC loaded with CSF stored in uniform storage, will actually reject with the ambient environment at the normal temperature and the peak fuel cladding temperature (PCT) at 400ºC.

Thermosiphon is the term used to describe the buoyancy-driven natural convection circulation of helium within the MPC fuel basket maximum heat load during short-term operating conditions up to which no time limit or other restriction is imposed on the operating condition.

Uniform Fuel Loading is a fuel loading strategy where any authorized fuel assembly may be stored in any fuel storage location, subject to other restrictions in the CoC, such as those applicable to non-fuel hardware, and damaged fuel containers.

Vertical Ventilated Module (VVM) *means a cask design where the contained fuel assemblies are supported in a vertical orientation and where air flow through cooling passages in the cask aids in rejecting decay heat to the environment.*

ZPA is an acronym for zero period acceleration.

ZR means any zirconium-based fuel cladding material authorized for use in a commercial nuclear power plant reactor. Any reference to Zircaloy fuel cladding in this FSAR applies to any zirconium-based fuel cladding material.

Table 1.0.2

HI-STORM 100 SYSTEM FSAR REGULATORY COMPLIANCE
CROSS REFERENCE MATRIX

Regulatory Guide 3.61 Section and Content	Associated NUREG-1536 Review Criteria	Applicable 10CFR72 or 10CFR20 Requirement	HI-STORM FSAR
1. General Description			
1.1 Introduction	1.III.1 General Description & Operational Features	10CFR72.24(b)	1.1
1.2 General Description	1.III.1 General Description & Operational Features	10CFR72.24(b)	1.2
1.2.1 Cask Character-istics	1.III.1 General Description & Operational Features	10CFR72.24(b)	1.2.1
1.2.2 Operational Features	1.III.1 General Description & Operational Features	10CFR72.24(b)	1.2.2
1.2.3 Cask Contents	1.III.3 DCSS Contents	10CFR72.2(a)(1) 10CFR72.236(a)	1.2.3
1.3 Identification of Agents & Contractors	1.III.4 Qualification of the Applicant	10CFR72.24(j) 10CFR72.28(a)	1.3
1.4 Generic Cask Arrays	1.III.1 General Description & Operational Features	10CFR72.24(c)(3)	1.4
1.5 Supplemental Data	1.III.2 Drawings	10CFR72.24(c)(3)	1.5
NA	1.III.6 Consideration of Transport Requirements	10CFR72.230(b) 10CFR72.236(m)	1.1
NA	1.III.5 Quality Assurance	10CFR72.24(n)	1.3
2. Principal Design Criteria			
2.1 Spent Fuel To Be Stored	2.III.2.a Spent Fuel Specifications	10CFR72.2(a)(1) 10CFR72.236(a)	2.1
2.2 Design Criteria for Environmental Conditions and Natural Phenomena	2.III.2.b External Conditions, 2.III.3.b Structural, 2.III.3.c Thermal	10CFR72.122(b)	2.2
		10CFR72.122(c)	2.2.3.3, 2.2.3.10
		10CFR72.122(b)(1)	2.2
		10CFR72.122(b)(2)	2.2.3.11
		10CFR72.122(h)(1)	2.0
2.2.1 Tornado and Wind Loading	2.III.2.b External Conditions	10CFR72.122(b)(2)	2.2.3.5

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HI-STORM 100 SYSTEM FSAR REGULATORY COMPLIANCE
CROSS REFERENCE MATRIX

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2.2.2 Water Level (Flood)	2.III.2.b External Conditions 2.III.3.b Structural	10CFR72.122(b)(2)	2.2.3.6
2.2.3 Seismic	2.III.3.b Structural	10CFR72.102(f) 10CFR72.122(b)(2)	2.2.3.7
2.2.4 Snow and Ice	2.III.2.b External Conditions 2.III.3.b Structural	10CFR72.122(b)	2.2.1.6
2.2.5 Combined Load	2.III.3.b Structural	10CFR72.24(d) 10CFR72.122(b)(2)(ii)	2.2.7
NA	2.III.1 Structures, Systems, and Components Important to Safety	10CFR72.122(a) 10CFR72.24(c)(3)	2.2.4
NA	2.III.2 Design Criteria for Safety Protection Systems	10CFR72.236(g) 10CFR72.24(c)(1) 10CFR72.24(c)(2) 10CFR72.24(c)(4) 10CFR72.120(a) 10CFR72.236(b)	2.0, 2.2
NA	2.III.3.c Thermal	10CFR72.128(a)(4)	2.3.2.2, 4.0
NA	2.III.3f Operating Procedures	10CFR72.24(f) 10CFR72.128(a)(5)	10.0, 8.0
		10CFR72.236(h)	8.0
		10CFR72.24(1)(2)	1.2.1, 1.2.2
		10CFR72.236(1)	2.3.2.1
		10CFR72.24(e) 10CFR72.104(b)	10.0, 8.0
	2.III.3.g Acceptance Tests & Maintenance	10CFR72.122(1) 10CFR72.236(g) 10CFR72.122(f) 10CFR72.128(a)(1)	9.0
2.3 Safety Protection Systems	--	--	2.3
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Table 1.0.2 (continued)

HI-STORM 100 SYSTEM FSAR REGULATORY COMPLIANCE
CROSS REFERENCE MATRIX

Regulatory Guide 3.61 Section and Content	Associated NUREG-1536 Review Criteria	Applicable 10CFR72 or 10CFR20 Requirement	HI-STORM FSAR
2.3.2 Protection by Multiple Confinement Barriers and Systems	2.III.3.b Structural	10CFR72.236(1)	2.3.2.1
	2.III.3.c Thermal	10CFR72.236(f)	2.3.2.2
	2.III.3.d Shielding/ Confinement/ Radiation Protection	10CFR72.126(a) 10CFR72.128(a)(2)	2.3.5.2
		10CFR72.128(a)(3)	2.3.2.1
		10CFR72.236(d)	2.3.2.1, 2.3.5.2
		10CFR72.236(e)	2.3.2.1
2.3.3 Protection by Equipment & Instrument Selection	2.III.3.d Shielding/ Confinement/ Radiation Protection	10CFR72.122(h)(4) 10CFR72.122(i) 10CFR72.128(a)(1)	2.3.5
2.3.4 Nuclear Criticality Safety	2.III.3.e Criticality	10CFR72.124(a) 10CFR72.236(c) 10CFR72.124(b)	2.3.4, 6.0
2.3.5 Radiological Protection	2.III.3.d Shielding/ Confinement/ Radiation Protection	10CFR72.24(d) 10CFR72.104(a) 10CFR72.236(d)	10.4.1
		10CFR72.24(d) 10CFR72.106(b) 10CFR72.236(d)	10.4.2
		10CFR72.24(m)	2.3.2.1
2.3.6 Fire and Explosion Protection	2.III.3.b Structural	10CFR72.122(c)	2.3.6, 2.2.3.10
2.4 Decommissioning Considerations	2.III.3.h Decommissioning	10CFR72.24(f) 10CFR72.130 10CFR72.236(h)	2.4
	14.III.1 Design	10CFR72.130	2.4
	14.III.2 Cask Decontamination	10CFR72.236(i)	2.4

Table 1.0.2 (continued)

HI-STORM 100 SYSTEM FSAR REGULATORY COMPLIANCE
CROSS REFERENCE MATRIX

Regulatory Guide 3.61 Section and Content	Associated NUREG-1536 Review Criteria	Applicable 10CFR72 or 10CFR20 Requirement	HI-STORM FSAR
	14.III.3 Financial Assurance & Record Keeping	10CFR72.30	(1)
	14.III.4 License Termination	10CFR72.54	(1)
3. Structural Evaluation			
3.1 Structural Design	3.III.1 SSC Important to Safety	10CFR72.24(c)(3) 10CFR72.24(c)(4)	3.1
	3.III.6 Concrete Structures	10CFR72.24(c)	3.1
3.2 Weights and Centers of Gravity	3.V.1.b.2 Structural Design Features	--	3.2
3.3 Mechanical Properties of Materials	3.V.1.c Structural Materials 3.V.2.c Structural Materials	10CFR72.24(c)(3)	3.3
NA	3.III.2 Radiation Shielding, Confinement, and Subcriticality	10CFR72.24(d) 10CFR72.124(a) 10CFR72.236(c) 10CFR72.236(d) 10CFR72.236(1)	3.4.4.3 3.4.7.3 3.4.10
NA	3.III.3 Ready Retrieval	10CFR72.122(f) 10CFR72.122(h) 10CFR72.122(l)	3.4.4.3
NA	3.III.4 Design-Basis Earthquake	10CFR72.24(c) 10CFR72.102(f)	3.4.7
NA	3.III.5 20 Year Minimum Design Length	10CFR72.24(c) 10CFR72.236(g)	3.4.11 3.4.12
3.4 General Standards for Casks	--	--	3.4
3.4.1 Chemical and Galvanic Reactions	3.V.1.b.2 Structural Design Features	--	3.4.1
3.4.2 Positive Closure	--	--	3.4.2
3.4.3 Lifting Devices	3.V.1.ii(4)(a) Trunnions --	--	3.4.3

Table 1.0.2 (continued)

HI-STORM 100 SYSTEM FSAR REGULATORY COMPLIANCE
CROSS REFERENCE MATRIX

Regulatory Guide 3.61 Section and Content	**Associated NUREG-1536 Review Criteria**	**Applicable 10CFR72 or 10CFR20 Requirement**	**HI-STORM FSAR**
3.4.4 Heat	3.V.1.d Structural Analysis	10CFR72.24(d) 10CFR72.122(b)	3.4.4
3.4.5 Cold	3.V.1.d Structural Analysis	10CFR72.24(d) 10CFR72.122(b)	3.4.5
3.5 Fuel Rods	--	10CFR72.122(h)(1)	3.5
4. Thermal Evaluation			
4.1 Discussion	4.III Regulatory Requirements	10CFR72.24(c)(3) 10CFR72.128(a)(4) 10CFR72.236(f) 10CFR72.236(h)	4.1
4.2 Summary of Thermal Properties of Materials	4.V.4.b Material Properties	--	4.2
4.3 Specifications for Components	4.IV Acceptance Criteria ISG-11, Revision 3	10CFR72.122(h)(1)	4.3
4.4 Thermal Evaluation for Normal Conditions of Storage	4.IV Acceptance Criteria ISG-11, Revision 3	10CFR72.24(d) 10CFR72.236(g)	4.4, 4.5
NA	4.IV Acceptance Criteria	10CFR72.24(d) 10CFR72.122(c)	11.1, 11.2
4.5 Supplemental Data	4.V.6 Supplemental Info.	--	--
5. Shielding Evaluation			
5.1 Discussion and Results	--	10CFR72.104(a) 10CFR72.106(b)	5.1
5.2 Source Specification	5.V.2 Radiation Source Definition	--	5.2
5.2.1 Gamma Source	5.V.2.a Gamma Source	--	5.2.1, 5.2.3

Table 1.0.2 (continued)

HI-STORM 100 SYSTEM FSAR REGULATORY COMPLIANCE
CROSS REFERENCE MATRIX

Regulatory Guide 3.61 Section and Content	Associated NUREG-1536 Review Criteria	Applicable 10CFR72 or 10CFR20 Requirement	HI-STORM FSAR
5.2.2 Neutron Source	5.V.2.b Neutron Source	--	5.2.2, 5.2.3
5.3 Model Specification	5.V.3 Shielding Model Specification	--	5.3
5.3.1 Description of the Radial and Axial Shielding Configura-tions	5.V.3.a Configuration of the Shielding and Source	10CFR72.24(c)(3)	5.3.1
5.3.2 Shield Regional Densities	5.V.3.b Material Properties	10CFR72.24(c)(3)	5.3.2
5.4 Shielding Evaluation	5.V.4 Shielding Analysis	10CFR72.24(d) 10CFR72.104(a) 10CFR72.106(b) 10CFR72.128(a)(2) 10CFR72.236(d)	5.4
5.5 Supplemental Data	5.V.5 Supplemental Info.	--	Appendices 5.A, 5.B, and 5.C
6. Criticality Evaluation			
6.1 Discussion and Results	--	--	6.1
6.2 Spent Fuel Loading	6.V.2 Fuel Specification	--	6.1, 6.2
6.3 Model Specifications	6.V.3 Model Specification	--	6.3
6.3.1 Description of Calcula-tional Model	6.V.3.a Configuration	-- 10CFR72.124(b) 10CFR72.24(c)(3)	6.3.1
6.3.2 Cask Regional Densities	6.V.3.b Material Properties	10CFR72.24(c)(3) 10CFR72.124(b) 10CFR72.236(g)	6.3.2

Table 1.0.2 (continued)

HI-STORM 100 SYSTEM FSAR REGULATORY COMPLIANCE
CROSS REFERENCE MATRIX

Regulatory Guide 3.61 Section and Content	Associated NUREG-1536 Review Criteria	Applicable 10CFR72 or 10CFR20 Requirement	HI-STORM FSAR
6.4 Criticality Calculations	6.V.4 Criticality Analysis	10CFR72.124	6.4
6.4.1 Calculational or Experimental Method	6.V.4.a Computer Programs and 6.V.4.b Multiplication Factor	10CFR72.124	6.4.1
6.4.2 Fuel Loading or Other Contents Loading Optimization	6.V.3.a Configuration	--	6.4.2, 6.3.3
6.4.3 Criticality Results	6.IV Acceptance Criteria	10CFR72.24(d) 10CFR72.124 10CFR72.236(c)	6.1, 6.2, 6.3.1, 6.3.2
6.5 Critical Benchmark Experiments	6.V.4.c Benchmark Comparisons	--	6.5, Appendix 6.A, 6.4.3
6.6 Supplemental Data	6.V.5 Supplemental Info.	--	Appendices 6.B, 6.C, and 6.D
7. Confinement			
7.1 Confinement Boundary	7.III.1 Description of Structures, Systems and Components Important to Safety ISG-18	10CFR72.24(c)(3) 10CFR72.24(1)	7.0, 7.1
7.1.1 Confinement Vessel	7.III.2 Protection of Spent Fuel Cladding	10CFR72.122(h)(l)	7.1, 7.1.1
7.1.2 Confinement Penetrations	--	--	7.1.2
7.1.3 Seals and Welds	--	--	7.1.3
7.1.4 Closure	7.III.3 Redundant Sealing	10CFR72.236(e)	7.1.1, 7.1.4
7.2 Requirements for Normal Conditions of Storage	7.III.7 Evaluation of Confinement System ISG-18	10CFR72.24(d) 10CFR72.236(1)	7.1

Table 1.0.2 (continued)

HI-STORM 100 SYSTEM FSAR REGULATORY COMPLIANCE
CROSS REFERENCE MATRIX

Regulatory Guide 3.61 Section and Content	**Associated NUREG-1536 Review Criteria**	**Applicable 10CFR72 or 10CFR20 Requirement**	**HI-STORM FSAR**
7.2.1 Release of Radioactive Material	7.III.6 Release of Nuclides to the Environment	10CFR72.24(1)(1)	7.1
	7.III.4 Monitoring of Confinement System	10CFR72.122(h)(4) 10CFR72.128(a)(l)	7.1.4
	7.III.5 Instrumentation	10CFR72.24(l) 10CFR72.122(i)	7.1.4
	7.III.8 Annual Dose ISG-18	10CFR72.104(a)	7.1
7.2.2 Pressurization of Confinement Vessel	--	--	7.1
7.3 Confinement Requirements for Hypothetical Accident Conditions	7.III.7 Evaluation of Confinement System ISG-18	10CFR72.24(d) 10CFR72.122(b) 10CFR72.236(l)	7.1
7.3.1 Fission Gas Products	--	--	7.1
7.3.2 Release of Contents	ISG-18	--	7.1
NA	--	10CFR72.106(b)	7.1
7.4 Supplemental Data	7.V Supplemental Info.	--	--
8. Operating Procedures			
8.1 Procedures for Loading the Cask	8.III.1 Develop Operating Procedures	10CFR72.40(a)(5)	8.1 to 8.5
	8.III.2 Operational Restrictions for ALARA	10CFR72.24(e) 10CFR72.104(b)	8.1.5
	8.III.3 Radioactive Effluent Control	10CFR72.24(1)(2)	8.1.5, 8.5.2
	8.III.4 Written Procedures	10CFR72.212(b)(9)	8.0
	8.III.5 Establish Written Procedures and Tests	10CFR72.234(f)	8.0 Introduction
	8.III.6 Wet or Dry Loading and Unloading Compatibility	10CFR72.236(h)	8.0 Introduction

Table 1.0.2 (continued)

HI-STORM 100 SYSTEM FSAR REGULATORY COMPLIANCE
CROSS REFERENCE MATRIX

Regulatory Guide 3.61 Section and Content	Associated NUREG-1536 Review Criteria	Applicable 10CFR72 or 10CFR20 Requirement	HI-STORM FSAR
	8.III.7 Cask Design to Facilitate Decon	10CFR72.236(i)	8.1, 8.3
8.2 Procedures for Unloading the Cask	8.III.1 Develop Operating Procedures	10CFR72.40(a)(5)	8.3
	8.III.2 Operational Restrictions for ALARA	10CFR72.24(e) 10CFR72.104(b)	8.3
	8.III.3 Radioactive Effluent Control	10CFR72.24(1)(2)	8.3.3
	8.III.4 Written Procedures	10CFR72.212(b)(9)	8.0
	8.III.5 Establish Written Procedures and Tests	10CFR72.234(f)	8.0
	8.III.6 Wet or Dry Loading and Unloading Compatibility	10CFR72.236(h)	8.0
	8.III.8 Ready Retrieval	10CFR72.122(1)	8.3
8.3 Preparation of the Cask	--	--	8.3.2
8.4 Supplemental Data	--	--	Tables 8.1.1 to 8.1.10
NA	8.III.9 Design to Minimize Radwaste	10CFR72.24(f) 10CFR72.128(a)(5)	8.1, 8.3
	8.III.10 SSCs Permit Inspection, Maintenance, and Testing	10CFR72.122(f)	Table 8.1.6
9. Acceptance Criteria and Maintenance Program			
9.1 Acceptance Criteria	9.III.1.a Preoperational Testing & Initial Operations	10CFR72.24(p)	8.1, 9.1
	9.III.1.c SSCs Tested and Maintained to Appropriate Quality Standards	10CFR72.24(c) 10CFR72.122(a)	9.1
	9.III.1.d Test Program	10CFR72.162	9.1
	9.III.1.e Appropriate Tests	10CFR72.236(1)	9.1
	9.III.1.f Inspection for Cracks, Pinholes, Voids and Defects	10CFR72.236(j)	9.1

Table 1.0.2 (continued)

HI-STORM 100 SYSTEM FSAR REGULATORY COMPLIANCE
CROSS REFERENCE MATRIX

Regulatory Guide 3.61 Section and Content	Associated NUREG-1536 Review Criteria	Applicable 10CFR72 or 10CFR20 Requirement	HI-STORM FSAR
	9.III.1.g Provisions that Permit Commission Tests	10CFR72.232(b)	9.1[(2)]
9.2 Maintenance Program	9.III.1.b Maintenance	10CFR72.236(g)	9.2
	9.III.1.c SSCs Tested and Maintained to Appropriate Quality Standards	10CFR72.122(f) 10CFR72.128(a)(1)	9.2
	9.III.1.h Records of Maintenance	10CFR72.212(b)(8)	9.2
NA	9.III.2 Resolution of Issues Concerning Adequacy of Reliability	10CFR72.24(i)	[(3)]
	9.III.1.d Submit Pre-Op Test Results to NRC	10CFR72.82(e)	[(4)]
	9.III.1.i Casks Conspicuously and Durably Marked	10CFR72.236(k)	9.1.7, 9.1.1.(12)
	9.III.3 Cask Identification		
10. Radiation Protection			
10.1 Ensuring that Occupational Exposures are as Low as Reasonably Achievable (ALARA)	10.III.4 ALARA	10CFR20.1101 10CFR72.24(e) 10CFR72.104(b) 10CFR72.126(a)	10.1
10.2 Radiation Protection Design Features	10.V.1.b Design Features	10CFR72.126(a)(6)	10.2
10.3 Estimated Onsite Collective Dose Assessment	10.III.2 Occupational Exposures	10CFR20.1201 10CFR20.1207 10CFR20.1208 10CFR20.1301	10.3

Table 1.0.2 (continued)

HI-STORM 100 SYSTEM FSAR REGULATORY COMPLIANCE
CROSS REFERENCE MATRIX

Regulatory Guide 3.61 Section and Content	Associated NUREG-1536 Review Criteria	Applicable 10CFR72 or 10CFR20 Requirement	HI-STORM FSAR
N/A	10.III.3 Public Exposure	10CFR72.104 10CFR72.106	10.4
	10.III.1 Effluents and Direct Radiation	10CFR72.104	
11. Accident Analyses			
11.1 Off-Normal Operations	11.III.2 Meet Dose Limits for Anticipated Events	10CFR72.24(d) 10CFR72.104(a) 10CFR72.236(d)	11.1
	11.III.4 Maintain Subcritical Condition	10CFR72.124(a) 10CFR72.236(c)	11.1
	11.III.7 Instrumentation and Control for Off-Normal Condition	10CFR72.122(i)	11.1
11.2 Accidents	11.III.1 SSCs Important to Safety Designed for Accidents	10CFR72.24(d)(2) 10CFR72.122b(2) 10CFR72.122b(3) 10CFR72.122(d) 10CFR72.122(g)	11.2
	11.III.5 Maintain Confinement for Accident	10CFR72.236(1)	11.2
	11.III.4 Maintain Subcritical Condition	10CFR72.124(a) 10CFR72.236(c)	11.2, 6.0
	11.III.3 Meet Dose Limits for Accidents	10CFR72.24(d)(2) 10CFR72.24(m) 10CFR72.106(b)	11.2, 5.1.2, 7.3
	11.III.6 Retrieval	10CFR72.122(l)	8.3
	11.III.7 Instrumentation and Control for Accident Conditions	10CFR72.122(i)	(5)
NA	11.III.8 Confinement Monitoring	10CFR72.122h(4)	7.1.4
12. Operating Controls and Limits			
12.1 Proposed Operating Controls and Limits	--	10CFR72.44(c)	12.0
	12.III.1.e Administrative Controls	10CFR72.44(c)(5)	12.0

HI-STORM 100 SYSTEM FSAR REGULATORY COMPLIANCE
CROSS REFERENCE MATRIX

Regulatory Guide 3.61 Section and Content	Associated NUREG-1536 Review Criteria	Applicable 10CFR72 or 10CFR20 Requirement	HI-STORM FSAR
12.2 Development of Operating Controls and Limits	12.III.1 General Requirement for Technical Specifications	10CFR72.24(g) 10CFR72.26 10CFR72.44(c) 10CFR72 Subpart E 10CFR72 Subpart F	12.0
12.2.1 Functional and Operating Limits, Monitoring Instruments, and Limiting Control Settings	12.III.1.a Functional/ Operating Units, Monitoring Instruments and Limiting Controls	10CFR72.44(c)(1)	Appendix 12.A
12.2.2 Limiting Conditions for Operation	12.III.1.b Limiting Controls	10CFR72.44(c)(2)	Appendix 12.A
	12.III.2.a Type of Spent Fuel	10CFR72.236(a)	Appendix 12.A
	12.III.2.b Enrichment		
	12.III.2.c Burnup		
	12.III.2.d Minimum Acceptance Cooling Time		
	12.III.2.f Maximum Spent Fuel Loading Limit		
	12.III.2g Weights and Dimensions		
	12.III.2.h Condition of Spent Fuel		
	12.III.2e Maximum Heat Dissipation	10CFR72.236(a)	Appendix 12.A
	12.III.2.i Inerting Atmosphere Requirements	10CFR72.236(a)	Appendix 12.A
12.2.3 Surveillance Specifications	12.III.1.c Surveillance Requirements	10CFR72.44(c)(3)	Chapter 12
12.2.4 Design Features	12.III.1.d Design Features	10CFR72.44(c)(4)	Chapter 12

Table 1.0.2 (continued)

HI-STORM 100 SYSTEM FSAR REGULATORY COMPLIANCE
CROSS REFERENCE MATRIX

Regulatory Guide 3.61 Section and Content	**Associated NUREG-1536 Review Criteria**	**Applicable 10CFR72 or 10CFR20 Requirement**	**HI-STORM FSAR**
12.2.4 Suggested Format for Operating Controls and Limits	--	--	Appendix 12.A
NA	12.III.2 SS~~C~~C Design Bases and Criteria	10CFR72.236(b)	2.0
NA	12.III.2 Criticality Control	10CFR72.236(c)	2.3.4, 6.0
NA	12.III.2 Shielding and Confinement	10CFR20 10CFR72.236(d)	2.3.5, 7.0, 5.0, 10.0
NA	12.III.2 Redundant Sealing	10CFR72.236(e)	7.1, 2.3.2
NA	12.III.2 Passive Heat Removal	10CFR72.236(f)	2.3.2.2, 4.0
NA	12.III.2 20 Year Storage and Maintenance	10CFR72.236(g)	1.2.1.5, 9.0, 3.4.10, 3.4.11
NA	12.III.2 Decontamination	10CFR72.236(i)	8.0, 10.1
NA	12.III.2 Wet or Dry Loading	10CFR72.236(h)	8.0
NA	12.III.2 Confinement Effectiveness	10CFR72.236(j)	9.0
NA	12.III.2 Evaluation for Confinement	10CFR72.236(l)	7.1, 7.2, 9.0
13. Quality Assurance			
13.1 Quality Assurance	13.III Regulatory Requirements	10CFR72.24(n) 10CFR72.140(d)	13.0
	13.IV Acceptance Criteria	10CFR72, Subpart G	

Table 1.0.2 (continued)

HI-STORM 100 SYSTEM FSAR REGULATORY COMPLIANCE
CROSS REFERENCE MATRIX

Notes:

(1) The stated requirement is the responsibility of the licensee (i.e., utility) as part of the ISFSI pad and is therefore not addressed in this application.

(2) It is assumed that approval of the FSAR by the NRC is the basis for the Commission's acceptance of the tests defined in Chapter 9.

(3) Not applicable to HI-STORM 100 System. The functional adequacy of all important to safety components is demonstrated by analyses.

(4) The stated requirement is the responsibility of licensee (i.e., utility) as part of the ISFSI and is therefore not addressed in this application.

(5) The stated requirement is not applicable to the HI-STORM 100 System. No monitoring is required for accident conditions.

"—" There is no corresponding NUREG-1536 criteria, no applicable 10CFR72 or 10CFR20 regulatory requirement, or the item is not addressed in the FSAR.

"NA" There is no Regulatory Guide 3.61 section that corresponds to the NUREG-1536, 10CFR72, or 10CFR20 requirement being addressed.

Table 1.0.3

HI-STORM 100 SYSTEM FSAR CLARIFICATIONS AND EXCEPTIONS TO NUREG-1536

NUREG-1536 ~~Requirement~~*Guidance*	**Alternate Method to Meet NUREG-1536 Intent**	**Justification**
2.V.2.(b)(1) "The NRC accepts as the maximum and minimum "normal" temperatures the highest and lowest ambient temperatures recorded in each year, averaged over the years of record."	Exception: Section 2.2.1.4 for environmental temperatures utilizes an upper bounding value of 80^{o}F on the annual average ambient temperatures for the United States.	The 80^{o}F temperature set forth in Table 2.2.2 is greater than the annual average ambient temperature at any location in the continental United States. Inasmuch as the primary effect of the environmental temperature is on the computed fuel cladding temperature to establish long-term fuel cladding integrity, the annual average ambient temperature for each ISFSI site should be below 80^{o}F. The large thermal inertia of the HI-STORM 100 System ensures that the daily fluctuations in temperatures do not affect the temperatures of the system. Additionally, the 80^{o}F ambient temperature is combined with insolation in accordance with 10CFR71.71 averaged over 24 hours.
2.V.2.(b)(3)(f) "10CFR Part 72 identifies several other natural phenomena events (including seiche, tsunami, and hurricane) that should be addressed for spent fuel storage."	Clarification: A site-specific safety analysis of the effects of seiche, tsunami, and hurricane on the HI-STORM 100 System must be performed prior to use if these events are applicable to the site.	In accordance with NUREG-1536, 2.V.(b)(3)(f), if seiche, tsunami, and hurricane are not addressed in the SAR and they prove to be applicable to the site, a safety analysis is required prior to approval for use of the DCSS under either a site specific, or general license.

HI-STORM 100 SYSTEM FSAR CLARIFICATIONS AND EXCEPTIONS TO NUREG-1536

NUREG-1536 ~~Requirement~~*Guidance*	Alternate Method to Meet NUREG-1536 Intent	Justification
3.V.1.d.i.(2)(a), page 3-11, "Drops with the axis generally vertical should be analyzed for both the conditions of a flush impact and an initial impact at a corner of the cask..."	Clarification: As stated in NUREG-1536, 3.V.(d), page 3-11, "Generally, applicants establish the design basis in terms of the maximum height to which the cask is lifted outside the spent fuel building, or the maximum deceleration that the cask could experience in a drop." The maximum deceleration for a corner drop is specified as 45g's for the HI-STORM overpack. No carry height limit is specified for the corner drop.	In Chapter 3, the MPC and HI-STORM overpack are evaluated under a 45g radial loading. A 45g axial loading on the MPC is bounded by the analysis presented in the HI-STAR FSAR, Docket 72-1008, under a 60g loading, and is not repeated in this FSAR. In Chapter 3, the HI-STORM overpack is evaluated under a 45g axial loading. Therefore, the HI-STORM overpack and MPC are qualified for a 45g loading as a result of a corner drop. Depending on the design of the lifting device, the type of rigging used, the administrative vertical carry height limit, and the stiffness of the impacted surface, site-specific analyses may be required to demonstrate that the deceleration limit of 45g's is not exceeded.
3.V.2.b.i.(1), Page 3-19, Para. 1, "All concrete used in storage cask system ISFSIs, and subject to NRC review, should be reinforced..." 3.V.2.b.i.(2)(b), Page 3-20, Para. 1, "The NRC accepts the use of ACI 349 for the design, material selection and specification, and construction of all reinforced concrete structures that are not addressed within the scope of ACI 359". 3.V.2.c.i, Page 3-22, Para. 3, "Materials and material properties used for the design and construction of reinforced concrete structures important to safety but not within the scope of ACI 359 should comply with the	Exception: The HI-STORM overpack concrete is not reinforced. However, ACI 349 [1.0.4] is used as guidance for the material selection and specification, and placement of the plain concrete. Appendix 1.D provides the relevant sections of ACI 349 applicable to the plain concrete in the overpack, including clarifications on implementation of this code. ACI 318-95 [1.0.5] is used for the calculation of the compressive strength of the plain concrete.	Concrete is provided in the HI-STORM overpack primarily for the purpose of radiation shielding during normal operations. During lifting and handling operations and under certain accident conditions, the compressive strength of the concrete (which is not impaired by the absence of reinforcement) is utilized. However, since the structural reliance under loadings, which produce section flexure and tension is entirely on the steel structure of the overpack, reinforcement in the concrete will serve no useful purpose. To ensure the quality of the shielding concrete, all relevant provisions of ACI 349 are imposed as clarified in Appendix 1.D. The temperature limits for normal conditions are per Paragraph A.4.3 of Appendix A to ACI 349 and temperature limits for off-normal and accident conditions are per Paragraph

HI-STORM 100 SYSTEM FSAR CLARIFICATIONS AND EXCEPTIONS TO NUREG-1536

NUREG-1536 ~~Requirement~~*Guidance*	Alternate Method to Meet NUREG-1536 Intent	Justification
requirements of ACI 349".		A.4.2 of Appendix A to ACI 349. Finally, the Fort St. Vrain ISFSI (Docket No. 72-9) also utilized plain concrete for shielding purposes, which is important to safety.
3.V.3.b.i.(2), Page 3-29, Para. 1, "The NRC accepts the use of ANSI/ANS-57.9 (together with the codes and standards cited therein) as the basic reference for ISFSI structures important to safety that are not designed in accordance with Section III of the ASME B&PV Code."	Clarification: The HI-STORM overpack steel structure is designed in accordance with the ASME B&PV Code, Section III, Subsection NF, Class 3. Any exceptions to the Code are listed in Table 2.2.15.	The overpack structure is a steel weldment consisting of "plate and shell type" members. As such, it is appropriate to design the structure to Section III, Class 3 of Subsection NF. The very same approach has been used in the structural evaluation of the "intermediate shells" in the HI-STAR 100 overpack (Docket Number 72-1008) previously reviewed and approved by the USNRC.
4.IV.5, Page 4-2 "for each fuel type proposed for storage, the DCSS should ensure a very low probability (e.g., 0.5 percent per fuel rod) of cladding breach during long-term storage." 4.IV.1, Page 4-3, Para. 1 "the staff should verify that cladding temperatures for each fuel type proposed for storage will be below the expected damage thresholds for normal conditions of storage." 4.IV.1, Page 4-3, Para. 2 "fuel cladding limits for each fuel type should be defined in the SAR with thermal restrictions in the DCSS technical specifications."	Clarification: As described in Section 4.3, all fuel array types authorized for storage are assigned a single peak fuel cladding temperature limit.	As described in Section 4.3, all fuel array types authorized for storage have been evaluated for the peak normal fuel cladding temperature limit of 400^{o}C.

Table 1.0.3 (continued)

HI-STORM 100 SYSTEM FSAR CLARIFICATIONS AND EXCEPTIONS TO NUREG-1536

NUREG-1536 ~~Requirement~~*Guidance*	Alternate Method to Meet NUREG-1536 Intent	Justification
4.V.1, Page 4-3, Para. 4 "the applicant should verify that these cladding temperature limits are appropriate for all fuel types proposed for storage, and that the fuel cladding temperatures will remain below the limit for facility operations (e.g., fuel transfer) and the worst-case credible accident."		
4.V.4.a, Page 4-6, Para. 6 "the basket wall temperature of the hottest assembly can then be used to determine the peak rod temperature of the hottest assembly using the Wooten-Epstein correlation."	Clarification: As discussed in ~~Sub~~section 4.4~~.2~~, conservative maximum fuel temperatures are obtained directly from the cask thermal analysis. The peak fuel cladding temperatures are then used to determine the corresponding peak basket wall temperatures using a finite-element based *model.*~~update of Wooten-Epstein (described in Subsection 4.4.1.1.2)~~	The finite-element based thermal conductivity is greater than a Wooten-Epstein based value. This larger thermal conductivity minimizes the fuel-to-basket temperature difference. Since the basket temperature is less than the fuel temperature, minimizing the temperature difference conservatively maximizes the basket wall temperature.
4.V.4.b, Page 4-7, Para. 2 "high burnup effects should also be considered in determining the fuel region effective thermal conductivity."	Exception: All calculations of fuel assembly effective thermal conductivities, ~~described in Subsection 4.4.1.1.2,~~ use nominal fuel design dimensions, neglecting wall thinning associated with high burnup.	~~Within Subsection 4.4.1.1.2, t~~*T*he calculated effective thermal conductivities based on nominal design fuel dimensions ~~are~~*have been* compared with available literature values *[1.0.6]* and are demonstrated to be conservative~~ by a substantial margin~~.

Table 1.0.3 (continued)

HI-STORM 100 SYSTEM FSAR CLARIFICATIONS AND EXCEPTIONS TO NUREG-1536

NUREG-1536 ~~Requirement~~*Guidance*	Alternate Method to Meet NUREG-1536 Intent	Justification
4.V.4.c, Page 4-7, Para. 5 "a heat balance on the surface of the cask should be given and the results presented."	Clarification: No additional heat balance is performed or provided.	The FLUENT computational fluid dynamics program used to perform evaluations of the HI-STORM Overpack and HI-TRAC transfer cask, which uses a discretized numerical solution algorithm, enforces an energy balance on all discretized volumes throughout the computational domain. This solution method, therefore, ensures a heat balance at the surface of the cask.
4.V.5.a, Page 4-8, Para. 2 "the SAR should include input and output file listings for the thermal evaluations."	Exception: No input or output file listings are provided in Chapter 4.	A complete set of computer program input and output files would be in excess of three hundred pages. All computer files are considered proprietary because they provide details of the design and analysis methods. In order to minimize the amount of proprietary information in the FSAR, computer files are provided in the proprietary calculation packages.
4.V.5.c, Page 4-10, Para. 3 "free volume calculations should account for thermal expansion of the cask internal components and the fuel when subjected to accident temperatures.	Exception: All free volume calculations use nominal confinement boundary dimensions, but the volume occupied by the fuel assemblies is calculated using maximum weights and minimum densities.	Calculating the volume occupied by the fuel assemblies using maximum weights and minimum densities conservatively overpredicts the volume occupied by the fuel and correspondingly underpredicts the remaining free volume.

Table 1.0.3 (continued)

HI-STORM 100 SYSTEM FSAR CLARIFICATIONS AND EXCEPTIONS TO NUREG-1536

NUREG-1536 ~~Requirement~~*Guidance*	Alternate Method to Meet NUREG-1536 Intent	Justification
7.V.4 “Confinement Analysis. Review the applicant’s confinement analysis and the resulting annual dose at the controlled area boundary.”	Exception: No confinement analysis is performed and no effluent dose at the controlled area boundary is calculated.	The MPC uses redundant closures to assure that there is no release of radioactive materials under all credible conditions. Analyses presented in Chapters 3 and 11 demonstrate that the confinement boundary does not degrade under all normal, off-normal, and accident conditions. Multiple inspection methods are used to verify the integrity of the confinement boundary (e.g., non-destructive examination, pressure testing, and fabrication shop leakage testing). Pursuant to ISG-18, the Holtec MPC is constructed in a manner that supports leakage from the confinement boundary being non-credible. Therefore, no confinement analysis is required.
9.V.1.a, Page 9-4, Para. 4 "Acceptance criteria should be defined in accordance with NB/NC-5330, "Ultrasonic Acceptance Standards"."	Clarification: Section 9.1.1.1 and the Design Drawings specify that the ASME Code, Section III, Subsection NB, Article NB-5332 will be used for the acceptance criteria for the volumetric examination of the MPC lid-to-shell weld.	In accordance with the first line on page 9-4, the NRC endorses the use of "...appropriate acceptance criteria as defined by either the ASME code, or an alternative approach..." The ASME Code, Section III, Subsection NB, Paragraph NB-5332 is appropriate acceptance criteria for pre-service examination.

Table 1.0.3 (continued)

HI-STORM 100 SYSTEM FSAR CLARIFICATIONS AND EXCEPTIONS TO NUREG-1536

NUREG-1536 ~~Requirement~~*Guidance*	Alternate Method to Meet NUREG-1536 Intent	Justification
9.V.1.d, Para. 1 "Tests of the effectiveness of both the gamma and neutron shielding may be required if, for example, the cask contains a poured lead shield or a special neutron absorbing material."	Exception: Subsection 9.1.5 describes the control of special processes, such as neutron shield material installation, to be performed in lieu of scanning or probing with neutron sources.	The dimensional compliance of all shielding cavities is verified by inspection to design drawing requirements prior to shield installation. The Holtite-A shield material is installed in accordance with written, approved, and qualified special process procedures. The composition of the Holtite-A is confirmed by inspection and tests prior to first use. Following the first loading for the HI-TRAC transfer cask and each HI-STORM overpack, a shield effectiveness test is performed in accordance with written approved procedures, as specified in Section 9.1.
13.III, " the application must include, at a minimum, a description that satisfies the requirements of 10 CFR Part 72, Subpart G, 'Quality Assurance'..."	Exception: Section 13.0 incorporates the NRC-approved Holtec International Quality Assurance Program Manual by reference rather than describing the Holtec QA program in detail.	The NRC has approved Revision 13 of the Holtec Quality Assurance Program Manual under 10 CFR 71 (NRC QA Program Approval for Radioactive Material Packages No. 0784, Rev. 3). Pursuant to 10 CFR 72.140(d), Holtec will apply this QA program to all important-to-safety dry storage cask activities. Incorporating the Holtec QA Program Manual by reference eliminates duplicate documentation.

1.2 GENERAL DESCRIPTION OF HI-STORM 100 System

1.2.1 System Characteristics

The basic HI-STORM 100 System consists of interchangeable MPCs providing a confinement boundary for BWR or PWR spent nuclear fuel, a storage overpack providing a structural and radiological boundary for long-term storage of the MPC placed inside it, and a transfer cask providing a structural and radiological boundary for transfer of a loaded MPC from a nuclear plant spent fuel storage pool to the storage overpack. Figures 1.2.1 and 1.2.1A provide example cross sectional views of the HI-STORM 100 System with an MPC inserted into HI-STORM 100 and HI-STORM 100S storage overpacks, respectively. Figure 1.1.1B provides similar information for the HI-STORM 100 System using a HI-STORM 100S Version B overpack. Each of these components is described below, including information with respect to component fabrication techniques and designed safety features. All structures, systems, and components of the HI-STORM 100 System, which are identified as Important to Safety are specified in Table 2.2.6. This discussion is supplemented with a full set of drawings in Section 1.5.

The HI-STORM 100 System is comprised of three discrete components:

i. multi-purpose canister (MPC)
ii. storage overpack (HI-STORM)
iii. transfer cask (HI-TRAC)

Necessary auxiliaries required to deploy the HI-STORM 100 System for storage are:

i. vacuum drying (or other moisture removal) system
ii. helium (He) backfill system (or other system capable of the same backfill condition)
iii. lifting and handling systems
iv welding equipment
v. transfer vehicles/trailer

All MPCs have *an*~~identical exterior dimensions that render them interchangeable. The~~ outer diameter of ~~the MPC is~~ 68-3/8 inches[†] and ~~the~~*an* overall length ~~is~~*of approximately* 190-1/2 inches. See Section 1.5 for the MPC drawings. Due to the differing storage contents of each MPC, the maximum loaded weight differs among MPCs. See Table 3.2.1 for each MPC weight. However, the maximum weight of a loaded MPC is approximately 44-1/2 tons. Tables 1.2.1 and 1.2.2 contain the key system data and parameters for the MPCs.

A single, base HI-STORM overpack design is provided which is capable of storing each type of MPC. The overpack inner cavity is sized to accommodate the MPCs. The inner diameter of the overpack inner shell is 73-1/2 inches and the height of the cavity is 191-1/2 inches. The overpack inner shell is provided with channels distributed around the inner cavity to present an inside

[†] Dimensions discussed in this section are considered nominal values.

diameter of 69-1/2 inches. The channels are intended to offer a flexible medium to absorb some of the impact during a non-mechanistic tip-over, while still allowing the cooling air flow through the ventilated overpack. The outer diameter of the overpack is 132-1/2 inches. The overall height of the HI-STORM 100 overpack is 239-1/2 inches.

There are two variants of the HI-STORM 100S overpack, differing from each other only in height and weight. The HI-STORM 100S(232) is 232 inches high, and the HI-STORM 100S(243) is 243 inches high. The HI-STORM 100S(243) is approximately 10,100 lbs heavier assuming standard density concrete. Hereafter in the text, these two versions of the HI-STORM 100S overpack will only be referred to as HI-STORM 100S and will be discussed separately only if the design feature being discussed is different between the two overpacks. See Section 1.5 for drawings.

There are also two variants of the HI-STORM 100S Version B overpack, differing from each other only in height and weight. The HI-STORM 100S-218 is 218 inches high, and the HI-STORM 100S-229 is 229 inches high. The HI-STORM 100S-229 is approximately 8,700 lbs heavier, including standard density concrete. Hereafter in the text, these two versions of the HI-STORM 100S Version B overpack will only be referred to as HI-STORM 100S Version B and will be discussed separately only if the design feature being discussed is different between the two overpacks. See Section 1.5 for drawings.

The weight of the overpack without an MPC varies from approximately 135 tons to 160 tons. See Table 3.2.1 for the detailed weights.

Before proceeding to present detailed physical data on the HI-STORM 100 System, it is of contextual importance to summarize the design attributes which enhance the performance and safety of the system. Some of the principal features of the HI-STORM 100 System which enhance its effectiveness as an SNF storage device and a safe SNF confinement structure are:

- the honeycomb design of the MPC fuel basket;
- the effective distribution of neutron and gamma shielding materials within the system;
- the high heat dissipation capability;
- engineered features to promote convective heat transfer;
- the structural robustness of the steel-concrete-steel overpack construction.

The honeycomb design of the MPC fuel baskets renders the basket into a multi-flange plate weldment where all structural elements (i.e., box walls) are arrayed in two orthogonal sets of plates. Consequently, the walls of the cells are either completely co-planar (i.e., no offset) or orthogonal with each other. There is complete edge-to-edge continuity between the contiguous cells.

Among the many benefits of the honeycomb construction is the uniform distribution of the metal mass of the basket over the entire length of the basket. Physical reasoning suggests that a uniformly distributed mass provides a more effective shielding barrier than can be obtained from a nonuniform basket. In other words, the honeycomb basket is a most effective radiation attenuation device. The complete cell-to-cell connectivity inherent in the honeycomb basket structure provides an uninterrupted heat transmission path, making the MPC an effective heat rejection device.

The composite shell construction in the overpack, steel-concrete-steel, allows ease of fabrication and eliminates the need for the sole reliance on the strength of concrete.

A description of each of the components is provided in the following sections, along with information with respect to its fabrication and safety features. This discussion is supplemented with the full set of drawings in Section 1.5.

1.2.1.1 Multi-Purpose Canisters

The MPCs are welded cylindrical structures as shown in cross sectional views of Figures 1.2.2 through 1.2.4. The outer diameter ~~and cylindrical height~~ of each MPC ~~are~~*is* fixed. Each spent fuel MPC is an assembly consisting of a honeycombed fuel basket, a baseplate, canister shell, a lid, and a closure ring, as depicted in the MPC cross section elevation view, Figure 1.2.5. The number of spent nuclear fuel storage locations in each of the MPCs depends on the fuel assembly characteristics.

There are eight MPC models, distinguished by the type and number of fuel assemblies authorized for loading. Section 1.2.3 and Table 1.2.1 summarize the allowable contents for each MPC model. Section 2.1.9 provides the detailed specifications for the contents authorized for storage in the HI-STORM 100 System. Drawings for the MPCs are provided in Section 1.5.

The MPC provides the confinement boundary for the stored fuel. Figure 1.2.6 provides an elevation view of the MPC confinement boundary. The confinement boundary is defined by the MPC baseplate, shell, lid, port covers, and closure ring. The confinement boundary is a strength-welded enclosure of all stainless steel construction.

The PWR MPC-24, MPC-24E and MPC-24EF differ in construction from the MPC-32 (including the MPC-32F) and the MPC-68 (including the MPC-68F and MPC-68FF) in one important aspect: the fuel storage cells in the MPC-24 series are physically separated from one another by a "flux trap", for criticality control. The PWR MPC-32 and -32F are designed similar to the MPC-68 (without flux traps) and its design includes credit for soluble boron in the MPC water during wet fuel loading and unloading operations for criticality control.

The MPC fuel baskets of non-flux trap construction (namely, MPC-68, MPC-68F, MPC-68FF, MPC-32, and MPC-32F) are formed from an array of plates welded to each other at their intersections. In the flux-trap type fuel baskets (MPC-24, MPC-24E, and MPC-24EF), formed angles are interposed onto the orthogonally configured plate assemblage to create the required flux-trap channels (see MPC-24 and MPC-24E fuel basket drawings in Section 1.5). In both configurations, two key attributes of the basket are preserved:

i. The cross section of the fuel basket simulates a multi-flanged closed section beam, resulting in extremely high bending rigidity.

ii. The principal structural frame of the basket consists of co-planar plate-type members (i.e., no offset).

This structural feature eliminates the source of severe bending stresses in the basket structure by eliminating the offset between the cell walls that must transfer the inertia load of the stored SNF to the basket/MPC interface during the various postulated accident events (e.g., non-mechanistic tipover, uncontrolled lowering of a cask during on-site transfer, or off-site transport events, etc.).

The MPC fuel basket is positioned and supported within the MPC shell by a set of basket supports welded to the inside of the MPC shell. Between the periphery of the basket, the MPC shell, and the basket supports, optional aluminum heat conduction elements (AHCEs) may have been installed in the early vintage MPCs fabricated, certified, and loaded under the original version or Amendment 1 of the HI-STORM 100 System CoC. The presence of these aluminum heat conduction elements is acceptable for MPCs loaded under the original CoC or Amendment 1, since the governing thermal analysis for Amendment 1 conservatively modeled the AHCEs as restrictions to convective flow in the basket, but took no credit for heat transfer through them. The heat loads authorized under Amendment 1 bound those for the original CoC, with the same MPC design. For MPCs loaded under Amendment 2 or a later version of the HI-STORM 100 CoC, the aluminum heat conduction elements shall not be installed. MPCs both with and without aluminum heat conduction elements installed are compatible with all HI-STORM overpacks. If used, these heat conduction elements are fabricated from thin aluminum alloy 1100 in shapes and a design that allows a snug fit in the confined spaces and ease of installation. If used, the heat conduction elements are installed along the full length of the MPC basket except at the drain pipe location to create a nonstructural thermal connection that facilitates heat transfer from the basket to shell. In their operating condition, the heat conduction elements contact the MPC shell and basket walls.

Lifting lugs attached to the inside surface of the MPC canister shell serve to permit placement of the empty MPC into the HI-TRAC transfer cask. The lifting lugs also serve to axially locate the MPC lid prior to welding. These internal lifting lugs are not used to handle a loaded MPC. Since the MPC lid is installed prior to any handling of a loaded MPC, there is no access to the lifting lugs once the MPC is loaded.

The top end of the MPC incorporates a redundant closure system. Figure 1.2.6 shows the MPC closure details. The MPC lid is a circular plate (fabricated from one piece, or two pieces - split top and bottom) edge-welded to the MPC outer shell. If the two-piece lid design is employed, only the top piece is analyzed as part of the enclosure vessel pressure boundary. The bottom piece acts as a radiation shield and is attached to the top piece with a non-structural, non-pressure retaining weld. The lid is equipped with vent and drain ports that are utilized to remove moisture and air from the MPC, and backfill the MPC with a specified amount of inert gas (helium). The vent and drain ports are covered and seal welded before the closure ring is installed. The closure ring is a circular ring

edge-welded to the MPC shell and lid. The MPC lid provides sufficient rigidity to allow the entire MPC loaded with SNF to be lifted by threaded holes in the MPC lid.

For fuel assemblies that are shorter than the design basis length, upper and lower fuel spacers (as appropriate) maintain the axial position of the fuel assembly within the MPC basket. The upper fuel spacers are threaded into the underside of the MPC lid as shown in Figure 1.2.5. The lower fuel spacers are placed in the bottom of each fuel basket cell. The upper and lower fuel spacers are designed to withstand normal, off-normal, and accident conditions of storage. An axial clearance of approximately 2 to 2-1/2 inches is provided to account for the irradiation and thermal growth of the fuel assemblies. The suggested values for the upper and lower fuel spacer lengths are listed in Tables 2.1.9 and 2.1.10 for each fuel assembly type. The actual length of fuel spacers will be determined on a site-specific or fuel assembly-specific basis.

The MPC *confinement boundary* is constructed entirely from stainless steel alloy materials ~~(except for the neutron absorber and optional aluminum heat conduction elements)~~. *All MPC components that may come into contact with spent fuel pool water or the ambient environment (with the exception of neutron absorber, aluminum seals on vent and drain port caps, and optional aluminum heat conduction elements) must be constructed from stainless steel alloy materials.* ~~No carbon steel parts are permitted in the MPC.~~ Concerns regarding interaction of coated carbon steel materials and various MPC operating environments [1.2.1] are not applicable to the MPC. All structural components in a MPC shall be made of Alloy X, a designation which warrants further explanation.

Alloy X is a material that is expected to be acceptable as a Mined Geological Disposal System (MGDS) waste package and which meets the thermophysical properties set forth in this document.

At this time, there is considerable uncertainty with respect to the material of construction for an MPC that would be acceptable as a waste package for the MGDS. Candidate materials being considered for acceptability by the DOE include:

- Type 316
- Type 316LN
- Type 304
- Type 304LN

The DOE material selection process is primarily driven by corrosion resistance in the potential environment of the MGDS. As the decision regarding a suitable material to meet disposal requirements is not imminent, the MPC design allows the use of any one of the four Alloy X materials.

For the MPC design and analysis, Alloy X (as defined in this FSAR) may be one of the following materials. Any steel part in an MPC may be fabricated from any of the acceptable Alloy X materials listed below, except that the steel pieces comprising the MPC shell (i.e., the 1/2" thick cylinder) must be fabricated from the same Alloy X stainless steel type.

- Type 316

- Type 316LN
- Type 304
- Type 304LN

The Alloy X approach is accomplished by qualifying the MPC for all mechanical, structural, neutronic, radiological, and thermal conditions using material thermophysical properties that are the least favorable for the entire group for the analysis in question. For example, when calculating the rate of heat rejection to the outside environment, the value of thermal conductivity used is the lowest for the candidate material group. Similarly, the stress analysis calculations use the lowest value of the ASME Code allowable stress intensity for the entire group. Stated differently, we have defined a material, which is referred to as Alloy X, whose thermophysical properties, from the MPC design perspective, are the least favorable of the candidate materials.

The evaluation of the Alloy X constituents to determine the least favorable properties is provided in Appendix 1.A.

The Alloy X approach is conservative because no matter which material is ultimately utilized in the MPC construction, the Alloy X approach guarantees that the performance of the MPC will exceed the analytical predictions contained in this document.

1.2.1.2 Overpacks

1.2.1.2.1 HI-STORM Overpack

The HI-STORM overpacks are rugged, heavy-walled cylindrical vessels. Figures 1.1.3B, 1.2.7, 1.2.8, and 1.2.8A provide cross sectional views of the HI-STORM 100 System, showing all of the overpack designs. The HI-STORM 100A overpack design is an anchored variant of the HI-STORM 100 and 100S designs and hereinafter is identified by name only when the discussion specifically applies to the anchored overpack. The HI-STORM 100A differs only in the diameter of the overpack baseplate and the presence of bolt holes and associated anchorage hardware (see Figures 1.1.4 and 1.1.5). The main structural function of the storage overpack is provided by carbon steel, and the main shielding function is provided by plain concrete. The overpack plain concrete is enclosed by cylindrical steel shells, a thick steel baseplate, and a top plate. The overpack lid has appropriate concrete shielding to provide neutron and gamma attenuation in the vertical direction.

The storage overpack provides an internal cylindrical cavity of sufficient height and diameter for housing an MPC. The inner shell of the overpack has channels attached to its inner diameter. The channels provide guidance for MPC insertion and removal and a flexible medium to absorb impact loads during the non-mechanistic tip-over, while still allowing the cooling air flow to circulate through the overpack. Shims may be attached to channels to allow the proper inner diameter dimension to be obtained.

The storage system has air ducts to allow for passive natural convection cooling of the contained MPC. A minimum of four air inlets and four air outlets are located at the lower and upper extremities of the storage system, respectively. The location of the air outlets in the HI-STORM 100

and the HI-STORM 100S (including Version B) design differ in that the outlet ducts for the HI-STORM 100 overpack are located in the overpack body and are aligned vertically with the inlet ducts at the bottom of the overpack body. The air outlet ducts in the HI-STORM 100S and 100S Version B are integral to the lid assembly and are not in vertical alignment with the inlet ducts. See the drawings in Section 1.5 for details of the overpack air inlet and outlet duct designs. The air inlets and outlets are covered by a screen to reduce the potential for blockage. Routine inspection of the screens (or, alternatively, temperature monitoring) ensures that blockage of the screens themselves will be detected and removed in a timely manner. Analysis, described in Chapter 11 of this FSAR, evaluates the effects of partial and complete blockage of the air ducts.

The air inlets and air outlets are penetrations through the thick concrete shielding provided by the HI-STORM 100 overpack. The outlet air ducts for the HI-STORM 100S and 100S Version B overpack designs, integral to the lid, present a similar break in radial shielding. Within the air inlets and outlets, an array of gamma shield cross plates are installed (see Figure 5.3.19 for a pictorial representation of the gamma shield cross plate designs). These gamma shield cross plates are designed to scatter any radiation traveling through the ducts. The result of scattering the radiation in the ducts is a significant decrease in the local dose rates around the air inlets and air outlets. The configuration of the gamma shield cross plates is such that the increase in the resistance to flow in the air inlets and outlets is minimized. For the HI-STORM 100 and 100S overpack designs, the shielding analysis conservatively credits only the mandatory version of the gamma shield cross plate design because they provide less shielding than the optional design. Conversely, the thermal analysis conservatively evaluates the optional gamma shield cross plate design because it conservatively provides greater resistance to flow than the mandatory design. There is only one gamma shield cross plate design employed with the HI-STORM 100S Version B overpack design, which has been appropriately considered in the shielding and thermal analyses.

Four threaded anchor blocks at the top of the overpack are provided for lifting. The anchor blocks are integrally welded to the radial plates which in turn are full-length welded to the overpack inner shell, outer shell, and baseplate (HI-STORM 100) or the inlet air duct horizontal plates (HI-STORM 100S) (see Figure 1.2.7). The HI-STORM 100S Version B overpack design incorporates partial-length radial plates at the top of the overpack to secure the anchor blocks and uses both gussets and partial-length radial plates at the bottom of the overpack for structural stability. Details of this arrangement are shown in the drawings in Section 1.5.

The four anchor blocks are located on 90^{o} arcs around the circumference of the top of the overpack lid. The overpack may also be lifted from the bottom using specially-designed lifting transport devices, including hydraulic jacks, air pads, Hillman rollers, or other design based on site-specific needs and capabilities. Slings or other suitable devices mate with lifting lugs that are inserted into threaded holes in the top surface of the overpack lid to allow lifting of the overpack lid. After the lid is bolted to the storage overpack main body, these lifting bolts shall be removed and replaced with flush plugs.

The plain concrete between the overpack inner and outer steel shells is specified to provide the necessary shielding properties (dry density) and compressive strength. The concrete shall be in accordance with the requirements specified in Appendix 1.D.

The principal function of the concrete is to provide shielding against gamma and neutron radiation. However, in an implicit manner it helps enhance the performance of the HI-STORM overpack in other respects as well. For example, the massive bulk of concrete imparts a large thermal inertia to the HI-STORM overpack, allowing it to moderate the rise in temperature of the system under hypothetical conditions when all ventilation passages are assumed to be blocked. The case of a postulated fire accident at the ISFSI is another example where the high thermal inertia characteristics of the HI-STORM concrete control the temperature of the MPC. Although the annular concrete mass in the overpack shell is not a structural member, it does act as an elastic/plastic filler of the inter-shell space, such that, while its cracking and crushing under a tip-over accident is not of significant consequence, its deformation characteristics are germane to the analysis of the structural members.

Density and compressive strength are the key parameters that delineate the performance of concrete in the HI-STORM System. The density of concrete used in the inter-shell annulus, pedestal (HI-STORM 100 and –100S overpacks only), and overpack lid has been set as defined in Appendix 1.D. For evaluating the physical properties of concrete for completing the analytical models, conservative formulations of Reference [1.0.5] are used.

To ensure the stability of the concrete at temperature, the concrete composition has been specified in accordance with NUREG-1536, "Standard Review Plan for Dry Cask Storage Systems" [1.0.3]. Thermal analyses, presented in Chapter 4, show that the temperatures during normal storage conditions do not threaten the physical integrity of the HI-STORM overpack concrete.

There are three base HI-STORM overpack designs - HI-STORM 100, HI-STORM 100S, and HI-STORM 100S Version B. The significant differences among the three are overpack height, MPC pedestal height, location of the air outlet ducts, and the vertical alignment of the inlet and outlet air ducts. The HI-STORM 100 overpack is approximately 240 inches high from the bottom of the baseplate to the top of the lid bolts and 227 inches high without the lid installed. There are two variants of the HI-STORM 100S overpack design, differing only in height and weight. The HI-STORM 100S(232) is approximately 232 inches high from the bottom of the baseplate to the top of the lid in its final storage configuration and approximately 211 inches high without the lid installed. The HI-STORM 100S(243) is approximately 243 inches high from the bottom of the baseplate to the top of the lid in its final storage configuration and approximately 222 inches high without the lid installed. There are also two variants of the HI-STORM 100S Version B overpack design, differing only in height and weight. The HI-STORM 100S-218 is approximately 218 inches high from the bottom of the baseplate to the top of the lid in its final storage configuration and approximately 199 inches high without the lid installed. The HI-STORM 100S-229 is approximately 229 inches high from the bottom of the baseplate to the top of the lid in its final storage configuration and 210 inches high without the lid installed.

The HI-STORM 100S Version B overpack design does not include a concrete-filled pedestal to support the MPC. Instead, the MPC rests upon a steel plate that maintains the MPC sufficiently above the inlet air ducts to prevent direct radiation shine through the ducts. To facilitate this change, the inlet air ducts for the HI-STORM 100S Version B are shorter in height but larger in width. See the drawings in Section 1.5 for details.

The anchored embodiment of the HI-STORM overpack is referred to as HI-STORM 100A or HI-STORM 100SA. The HI-STORM 100S version B overpack design may not be deployed in the anchored configuration at this time. As explained in the foregoing, the HI-STORM overpack is a steel weldment, which makes it a relatively simple matter to extend the overpack baseplate, form lugs, and then anchor the cask to the reinforced concrete structure of the ISFSI. In HI-STORM terminology, these lugs are referred to as "sector lugs." The sector lugs, as shown in Figure 1.1.5 and the drawing in Section 1.5, are formed by extending the HI-STORM overpack baseplate, welding vertical gussets to the baseplate extension and to the overpack outer shell and, finally, welding a horizontal lug support ring in the form of an annular sector to the vertical gussets and to the outer shell. The baseplate is equipped with regularly spaced clearance holes (round or slotted) through which the anchor studs can pass. The sector lugs are bolted to the ISFSI pad using anchor studs that are made of a creep-resistant, high-ductility, environmentally compatible material. The bolts are pre-loaded to a precise axial stress using a "stud tensioner" rather than a torque wrench. Pre-tensioning the anchors using a stud tensioner eliminates any shear stress in the bolt, which is unavoidable if a torquing device is employed (Chapter 3 of the text "Mechanical Design of Heat Exchangers and Pressure Vessel Components", by Arcturus Publishers, 1984, K.P. Singh and A.I. Soler, provides additional information on stud tensioners). The axial stress in the anchors induced by pre-tensioning is kept below 75% of the material yield stress, such that during the seismic event the maximum bolt axial stress remains below the limit prescribed for bolts in the ASME Code, Section III, Subsection NF (for Level D conditions). Figures 1.1.4 and 1.1.5 provide visual depictions of the anchored HI-STORM 100A configuration. This configuration also applies to the HI-STORM 100SA.

The anchor studs pass through liberal clearance holes (circular or slotted) in the sector lugs (0.75" minimum clearance) such that the fastening of the studs to the ISFSI pad can be carried out without mechanical interference from the body of the sector lug. The two clearance hole configurations give the ISFSI pad designer flexibility in the design of the anchor embedment in the ISFSI concrete. The axial force in the anchors produces a compressive load at the overpack/pad interface. This compressive force, F, imputes a lateral load bearing capacity to the cask/pad interface that is equal to μF ($\mu \leq 0.53$ per Table 2.2.8). As is shown in Chapter 3 of this FSAR, the lateral load-bearing capacity of the HI-STORM/pad interface (μF) is many times greater than the horizontal (sliding) force exerted on the cask under the postulated DBE seismic event. Thus, the potential for lateral sliding of the HI-STORM 100A System during a seismic event is precluded, as is the potential for any bending action on the anchor studs.

The seismic loads, however, will produce an overturning moment on the overpack that would cause a redistribution of the compressive contact pressure between the pad and the overpack. To determine the pulsation in the tensile load in the anchor studs and in the interface contact pressure, bounding static analysis of the preloaded configuration has been performed. The results of the static analysis demonstrate that the initial preloading minimizes pulsations in the stud load. A confirmatory non-linear dynamic analysis has also been performed using the time-history methodology described in Chapter 3, wherein the principal nonlinearities in the cask system are incorporated and addressed. The calculated results from the dynamic analysis confirm the static analysis results and that the presence of pre-stress helps minimize the pulsation in the anchor stud stress levels during the seismic event, thus eliminating any concern with regard to fatigue failure under extended and

repetitive seismic excitations.

The sector lugs in HI-STORM 100A are made of the same steel material as the baseplate and the shell (SA516- Gr. 70) which helps ensure high quality fillet welds used to join the lugs to the body of the overpack. The material for the anchor studs can be selected from a family of allowable stud materials listed in the ASME Code (Section II). A representative sampling of permitted materials is listed in Table 1.2.7. The menu of materials will enable the ISFSI owner to select a fastener material that is resistant to corrosion in the local ISFSI environment. For example, for ISFSIs located in marine environments (e.g., coastal reactor sites), carbon steel studs would not be recommended without concomitant periodic inspection and coating maintenance programs. Table 1.2.7 provides the chemical composition of several acceptable fastener materials to help the ISFSI owner select the most appropriate material for his site. The two mechanical properties, ultimate strength σ_u and yield strength σ_y are also listed. For purposes of structural evaluations, the lower bound values of σ_u and σ_y from the menu of materials listed in Table 1.2.7 are used (see Table 3.4.10).

As shown in the drawing, the anchor studs are spaced sufficiently far apart such that a practical reinforced concrete pad with embedded receptacles can be designed to carry the axial pull from the anchor studs without overstressing the enveloping concrete monolith. The design specification and supporting analyses in this FSAR are focused on qualifying the overpack structures, including the sector lugs and the anchor studs. The design of the ISFSI pad, and its anchor receptacle will vary from site to site, depending on the geology and seismological characteristics of the sub-terrain underlying the ISFSI pad region. The data provided in this FSAR, however, provide the complete set of factored loads to which the ISFSI pad, its sub-grade, and the anchor receptacles must be designed within the purview of ACI-349~~-97~~ [1.0.4]. Detailed requirements on the ISFSI pads for anchored casks are provided in Section 2.0.4.

1.2.1.2.2 HI-TRAC (Transfer Cask) - Standard Design

Like the storage overpack, the HI-TRAC transfer cask is a rugged, heavy-walled cylindrical vessel. The main structural function of the transfer cask is provided by carbon steel, and the main neutron and gamma shielding functions are provided by water and lead, respectively. The transfer cask is a steel, lead, steel layered cylinder with a water jacket attached to the exterior. Figure 1.2.9 provides a typical cross section of the standard design HI-TRAC 125 with the pool lid installed. See Section 1.2.1.2.3 for discussion of the optional HI-TRAC 125D design.

The transfer cask provides an internal cylindrical cavity of sufficient size for housing an MPC. The top lid of the HI-TRAC 125 has additional neutron shielding to provide neutron attenuation in the vertical direction (from SNF in the MPC below). The MPC access hole through the HI-TRAC top lid is provided to allow the lowering/raising of the MPC between the HI-TRAC transfer cask, and the HI-STORM or HI-STAR overpacks. The standard design HI-TRAC (comprised of HI-TRAC 100 and HI-TRAC 125) is provided with two bottom lids, each used separately. The pool lid is bolted to the bottom flange of the HI-TRAC and is utilized during MPC fuel loading and sealing operations. In addition to providing shielding in the axial direction, the pool lid incorporates a seal that is designed to hold clean demineralized water in the HI-TRAC inner cavity, thereby preventing contamination of the exterior of the MPC by the contaminated fuel pool water. After the MPC has

been drained, dried, and sealed, the pool lid is removed and the HI-TRAC transfer lid is attached (standard design only). The transfer lid incorporates two sliding doors that allow the opening of the HI-TRAC bottom for the MPC to be raised/lowered. Figure 1.2.10 provides a cross section of the HI-TRAC with the transfer lid installed.

In the standard design, trunnions are provided for lifting and rotating the transfer cask body between vertical and horizontal positions. The lifting trunnions are located just below the top flange and the pocket trunnions are located above the bottom flange. The two lifting trunnions are provided to lift and vertically handle the HI-TRAC, and the pocket trunnions provide a pivot point for the rotation of the HI-TRAC for downending or upending.

Two standard design HI-TRAC transfer casks of different weights are provided to house the MPCs. The ~~125 ton~~ HI-TRAC-*125* weight does not exceed 125 tons during any loading or transfer operation. The ~~100 ton~~ HI-TRAC-*100* weight does not exceed 100 tons during any loading or transfer operation. The internal cylindrical cavities of the two standard design HI-TRACs are identical. However, the external dimensions are different. The ~~100 ton~~ HI-TRAC-*100* has a reduced thickness of lead and water shielding and consequently, the external dimensions are different. The structural steel thickness is identical in the two HI-TRACs. This allows most structural analyses of the ~~125 ton~~ HI-TRAC-*125* to bound the ~~100 ton~~ HI-TRAC-*100* design. Additionally, as the two HI-TRACs are identical except for a reduced thickness of lead and water, the ~~125 ton~~ HI-TRAC-*125* has a larger thermal resistance than the smaller and lighter ~~100 ton~~ HI-TRAC-*100*. Therefore, for normal conditions the ~~125 ton~~ HI-TRAC-*125* thermal analysis bounds that of the ~~100 ton~~ HI-TRAC *-100*. Separate shielding analyses are performed for each HI-TRAC since the shielding thicknesses are different between the two.

1.2.1.2.3 HI-TRAC 125D Transfer Cask

As an option to using either of the standard HI-TRAC transfer cask design, users may choose to use the optional HI-TRAC 125D design. Figure 1.2.9A provides a typical cross section of the standard design HI-TRAC-125 with the pool lid installed. Like the standard design, the HI-TRAC 125D is designed and constructed in accordance with ASME III, Subsection NF, with certain NRC-approved alternatives, as discussed in Section 2.2.4. Functionally equivalent, the major differences between the HI-TRAC 125D design and the standard design are as follows:

- No pocket trunnions are provided for downending/upending
- The transfer lid is not required
- A new ancillary, the HI-STORM mating device (Figure 1.2.18) is required during MPC transfer operations
- A wider baseplate with attachment points for the mating device is provided
- The baseplate incorporates gussets for added structural strength
- The number of pool lid bolts is reduce

The interface between the MPC and the transfer cask is the same between the standard design and the HI-TRAC 125D design. The optional design is capable of withstanding all loads defined in the

design basis for the transfer cask during normal, off-normal, and accident modes of operation with adequate safety margins. In lieu of swapping the pool lid for the transfer lid to facilitate MPC transfer, the pool lid remains on the HI-TRAC 125D until MPC transfer is required. The HI-STORM mating device is located between, and secured with bolting to, the top of the HI-STORM overpack and the HI-TRAC 125D transfer cask. The mating device is used to remove the pool lid to provide a pathway for MPC transfer between the overpack and the transfer cask. Section 1.2.2.2 provides additional detail on the differences between the standard transfer cask design and the HI-TRAC 125D design during operations.

1.2.1.3 Shielding Materials

The HI-STORM 100 System is provided with shielding to ensure the radiation and exposure requirements in 10CFR72.104 and 10CFR72.106 are met. This shielding is an important factor in minimizing the personnel doses from the gamma and neutron sources in the SNF in the MPC for ALARA considerations during loading, handling, transfer, and storage. The fuel basket structure of edge-welded composite boxes and neutron absorber panels attached to the fuel storage cell vertical surfaces provide the initial attenuation of gamma and neutron radiation emitted by the radioactive spent fuel. The MPC shell, baseplate, lid and closure ring provide additional thicknesses of steel to further reduce the gamma flux at the outer canister surfaces.

In the HI-STORM storage overpack, the primary shielding in the radial direction is provided by concrete and steel. In addition, the storage overpack has a thick circular concrete slab attached to the lid, and the HI-STORM 100 and 100S have a thick circular concrete pedestal upon which the MPC rests. This concrete pedestal is not necessary in the HI-STORM 100S Version B overpack design. These slabs provide gamma and neutron attenuation in the axial direction. The thick overpack lid and concrete shielding integral to the lid provide additional gamma attenuation in the upward direction, reducing both direct radiation and skyshine. Several steel plate and shell elements provide additional gamma shielding as needed in specific areas, as well as incremental improvements in the overall shielding effectiveness. Gamma shield cross plates, as depicted in Figure 5.3.19, provide attenuation of scattered gamma radiation as it exits the inlet and outlet air ducts.

In the HI-TRAC transfer cask radial direction, gamma and neutron shielding consists of steel-lead-steel and water, respectively. In the axial direction, shielding is provided by the top lid, and the pool or transfer lid, as applicable. In the HI-TRAC pool lid, layers of steel-lead-steel provide an additional measure of gamma shielding to supplement the gamma shielding at the bottom of the MPC. In the transfer lid, layers of steel-lead-steel provide gamma attenuation. For the HI-TRAC 125 transfer lid, the neutron shield material, Holtite-A, is also provided. The HI-TRAC 125 and HI-TRAC 125D top lids are composed of steel-neutron shield-steel, with the neutron shield material being Holtite-A. The HI-TRAC 100 top lid is composed of steel only providing gamma attenuation.

1.2.1.3.1 Fixed Neutron Absorbers

1.2.1.3.1.1 Boral™

Boral is a thermal neutron poison material composed of boron carbide and aluminum (aluminum

powder and plate). Boron carbide is a compound having a high boron content in a physically stable and chemically inert form. The boron carbide contained in Boral is a fine granulated powder that conforms to ASTM C-750-80 nuclear grade Type III. The Boral cladding is made of alloy aluminum, a lightweight metal with high tensile strength which is protected from corrosion by a highly resistant oxide film. The two materials, boron carbide and aluminum, are chemically compatible and ideally suited for long-term use in the radiation, thermal, and chemical environment of a nuclear reactor, spent fuel pool, or dry cask.

The documented historical applications of Boral, in environments comparable to those in spent fuel pools and fuel storage casks, dates to the early 1950s (the U.S. Atomic Energy Commission's AE-6 Water-Boiler Reactor [1.2.2]). Technical data on the material was first printed in 1949, when the report "Boral: A New Thermal Neutron Shield" was published [1.2.3]. In 1956, the first edition of the Reactor Shielding Design Manual [1.2.4] was published and it contained a section on Boral and its properties.

In the research and test reactors built during the 1950s and 1960s, Boral was frequently the material of choice for control blades, thermal-column shutters, and other items requiring very good thermal-neutron absorption properties. It is in these reactors that Boral has seen its longest service in environments comparable to today's applications.

Boral found other uses in the 1960s, one of which was a neutron poison material in baskets used in the shipment of irradiated, enriched fuel rods from Canada's Chalk River laboratories to Savannah River. Use of Boral in shipping containers continues, with Boral serving as the poison in current British Nuclear Fuels Limited casks and the Storable Transport Cask by Nuclear Assurance Corporation [1.2.5].

Boral has been licensed by the NRC for use in numerous BWR and PWR spent fuel storage racks and has been extensively used in international nuclear installations.

Boral has been exclusively used in fuel storage applications in recent years. Its use in spent fuel pools as the neutron absorbing material can be attributed to its proven performance and several unique characteristics, such as:

- The content and placement of boron carbide provides a very high removal cross section for thermal neutrons.
- Boron carbide, in the form of fine particles, is homogeneously dispersed throughout the central layer of the Boral panels.
- The boron carbide and aluminum materials in Boral do not degrade as a result of long-term exposure to radiation.
- The neutron absorbing central layer of Boral is clad with permanently bonded surfaces of aluminum.

- Boral is stable, strong, durable, and corrosion resistant.

Boral absorbs thermal neutrons without physical change or degradation of any sort from the anticipated exposure to gamma radiation and heat. The material does not suffer loss of neutron attenuation capability when exposed to high levels of radiation dose.

Holtec International's QA Program ensures that Boral is manufactured under the control and surveillance of a Quality Assurance/Quality Control Program that conforms to the requirements of 10CFR72, Subpart G. Holtec International has procured over 200,000 panels of Boral from AAR Advanced Structures in over 30 projects. Boral has always been purchased with a minimum ^{10}B loading requirement. Coupons extracted from production runs were tested using the wet chemistry procedure. The actual ^{10}B loading, out of thousands of coupons tested, has never been found to fall below the design specification. The size of this coupon database is sufficient to provide reasonable assurance that all future Boral procurements will continue to yield Boral with full compliance with the stipulated minimum loading. Furthermore, the surveillance, coupon testing, and material tracking processes which have so effectively controlled the quality of Boral are expected to continue to yield Boral of similar quality in the future. Nevertheless, to add another layer of insurance, only 75% ^{10}B credit of the fixed neutron absorber is assumed in the criticality analysis consistent with Chapter 6.0, IV, 4.c of NUREG-1536, Standard Review Plan for Dry Cask Storage Systems.

Operating experience in nuclear plants with fuel loading of Boral equipped MPCs as well as laboratory test data indicate that the aluminium used in the manufacture of the Boral may react with water, resulting in the generation of hydrogen. The numerous variables (i.e., aluminium particle size, pool temperature, pool chemistry, etc.) that influence the extent of the hydrogen produced make it impossible to predict the amount of hydrogen that may be generated during MPC loading or unloading at a particular plant. Therefore, due to the variability in hydrogen generation from the Boral-water reaction, the operating procedures in Chapter 8 require monitoring for combustible gases and either exhausting or purging the space beneath the MPC lid during loading and unloading operations when an ignition event could occur (i.e., when the space beneath the MPC lid is open to the welding or cutting operation).

1.2.1.3.1.2 METAMIC®

METAMIC® is a neutron absorber material developed by the Reynolds Aluminum Company in the mid-1990s for spent fuel reactivity control in dry and wet storage applications. Metallurgically, METAMIC® is a metal matrix composite (MMC) consisting of a matrix of 6061 aluminum alloy reinforced with Type 1 ASTM C-750 boron carbide. METAMIC® is characterized by extremely fine aluminum (325 mesh or better) and boron carbide powder. Typically, the average B_4C particle size is between 10 and 15 microns. As described in the U.S. patents held by METAMIC, Inc.[*†], the high performance and reliability of METAMIC® derives from the particle size distribution of its

[*] U.S. Patent No. 5,965,829, "Radiation Absorbing Refractory Composition".
[†] U.S. Patent No. 6,042,779, "Extrusion Fabrication Process for Discontinuous Carbide Particulate Metal Matrix Composites and Super, Hypereutectic Al/Si."

constituents, rendered into a metal matrix composite by the powder metallurgy process. This yields excellent and uniform homogeneity.

The powders are carefully blended without binders or other additives that could potentially adversely influence performance. The maximum percentage of B_4C that can be dispersed in the aluminum alloy 6061 matrix is approximately 40 wt.%, although extensive manufacturing and testing experience is limited to approximately 31 wt.%. The blend of powders is isostatically compacted into a green billet under high pressure and vacuum sintered to near theoretical density.

According to the manufacturer, billets of any size can be produced using this technology. The billet is subsequently extruded into one of a number of product forms, ranging from sheet and plate to angle, channel, round and square tube, and other profiles. For the METAMIC® sheets used in the MPCs, the extruded form is rolled down into the required thickness.

METAMIC® has been subjected to an extensive array of tests sponsored by the Electric Power Research Institute (EPRI) that evaluated the functional performance of the material at elevated temperatures (up to 900°F) and radiation levels (1E+11 rads gamma). The results of the tests documented in an EPRI report (Ref. [1.2.11]) indicate that METAMIC® maintains its physical and neutron absorption properties with little variation in its properties from the unirradiated state. The main conclusions provided in the above-referenced EPRI report are summarized below:

- The metal matrix configuration produced by the powder metallurgy process with a complete absence of open porosity in METAMIC® ensures that its density is essentially equal to the theoretical density.

- The physical and neutronic properties of METAMIC® are essentially unaltered under exposure to elevated temperatures (750° F - 900° F).

- No detectable change in the neutron attenuation characteristics under accelerated corrosion test conditions has been observed.

In addition, independent measurements of boron carbide particle distribution show extremely small particle-to-particle distance[‡] and near-perfect homogeneity.

An evaluation of the manufacturing technology underlying METAMIC® as disclosed in the above-referenced patents and of the extensive third-party tests carried out under the auspices of EPRI makes METAMIC® an acceptable neutron absorber material for use in the MPCs. Holtec's technical position on METAMIC® is also supported by the evaluation carried out by other organizations (see, for example, USNRC's SER on NUHOMS-61BT, Docket No. 72-1004).

[‡] Medium measured neighbor-to-neighbor distance is 10.08 microns according to the article, "METAMIC Neutron Shielding", by K. Anderson, T. Haynes, and R. Kazmier, EPRI Boraflex Conference, November 19-20, 1998.

Consistent with its role in reactivity control, all METAMIC® material procured for use in the Holtec MPCs will be qualified as important-to-safety (ITS) Category A item. ITS category A manufactured items, as required by Holtec's NRC-approved Quality Assurance program, must be produced to essentially preclude the potential of an error in the procurement of constituent materials and the manufacturing processes. Accordingly, material and manufacturing control processes must be established to eliminate the incidence of errors, and inspection steps must be implemented to serve as an independent set of barriers to ensure that all critical characteristics defined for the material by the cask designer are met in the manufactured product.

All manufacturing and in-process steps in the production of METAMIC® shall be carried out using written procedures. As required by the company's quality program, the material manufacturer's QA program and its implementation shall be subject to review and ongoing assessment, including audits and surveillances as set forth in the applicable Holtec QA procedures to ensure that all METAMIC® panels procured meet with the requirements appropriate for the quality genre of the MPCs. Additional details pertaining to the qualification and production tests for METAMIC® are summarized in Subsection 9.1.5.3.

Because of the absence of interconnected porosities, the time required to dehydrate a METAMIC®-equipped MPC is expected to be less compared to an MPC containing Boral.

NUREG/CR-5661 (Ref. [1.2.14]) recommends limiting poison material credit to 75% of the minimum ^{10}B loading because of concerns for potential "streaming" of neutrons, and allows for greater percentage credit in criticality analysis "if comprehensive acceptance tests, capable of verifying the presence and uniformity of the neutron absorber, are implemented". The value of 75% is characterized in NUREG/CR-5661 as a very conservative value, based on experiments with neutron poison containing relatively large B_4C particles, such as BORAL with an average particle size in excess of 100 microns. METAMIC®, however, has a much smaller particle size of typically between 10 and 15 microns on average. Any streaming concerns would therefore be drastically reduced.

Analyses performed by Holtec International show that the streaming due to particle size is practically non-existent in METAMIC®. Further, EPRI's neutron attenuation measurements on 31 and 15 B_4C weight percent METAMIC® showed that METAMIC® exhibits very uniform ^{10}B areal density. This makes it easy to reliably establish and verify the presence and microscopic and macroscopic uniformity of the ^{10}B in the material. Therefore, 90% credit is applied to the minimum ^{10}B areal density in the criticality calculations, i.e. a 10% penalty is applied. This 10% penalty is considered conservative since there are no significant remaining uncertainties in the ^{10}B areal density. In Chapter 9 the qualification and on production tests for METAMIC® to support 90% ^{10}B credit are specified. With 90% credit, the target weight percent of boron carbide in METAMIC® is 31 for all MPCs, as summarized in Table 1.2.8, consistent with the test coupons used in the EPRI evaluations [1.2.11]. The maximum permitted value is 33.0 wt% to allow for necessary fabrication flexibility.

Because METAMIC® is a solid material, there is no capillary path through which spent fuel pool water can penetrate METAMIC® panels and chemically react with aluminum in the interior of the

material to generate hydrogen. Any chemical reaction of the outer surfaces of the METAMIC® neutron absorber panels with water to produce hydrogen occurs rapidly and reduces to an insignificant amount in a short period of time. Nevertheless, combustible gas monitoring for METAMIC® -equipped MPCs and purging or exhausting the space under the MPC lid during welding and cutting operations, is required until sufficient field experience is gained that confirms that little or no hydrogen is released by METAMIC® during these operations.

Mechanical properties of 31 wt.% METAMIC® based on coupon tests of the material in the as-fabricated condition and after 48 hours of an elevated temperature state at 900ºF are summarized below from the EPRI report [1.2.11].

Mechanical Properties of 31wt.% B_4C METAMIC		
Property	As-Fabricated	After 48 hours of 900ºF Temperature Soak
Yield Strength (psi)	32937 ± 3132	28744 ± 3246
Ultimate Strength (psi)	40141 ± 1860	34608 ± 1513
Elongation (%)	1.8 ± 0.8	5.7 ± 3.1

The required flexural strain of the neutron absorber to ensure that it will not fracture when the supporting basket wall flexes due to the worst case lateral inertial loading, has been set at 0.2% for the MPCs. The 1% minimum elongation of 31wt.% B_4C METAMIC® indicated by the above table means that METAMIC® will have a minimum factor of safety of five against cracking under the most severe postulated mechanical accident conditions for the MPCs.

EPRI's extensive characterization effort [1.2.11], which was focused on 15 and 31 wt.% B_4C METAMIC® served as the principal basis for a recent USNRC SER for 31wt.% B_4C METAMIC® for used in wet storage [1.2.12]. Additional studies on METAMIC® [1.2.13], EPRI's and others work provide the confidence that 31wt.% B_4C METAMIC® will perform its intended function in the MPCs.

1.2.1.3.1.3 Locational Fixity of Neutron Absorbers

Both Boral and METAMIC® neutron absorber panels are completely enclosed in Alloy X (stainless steel) sheathing that is stitch welded to the MPC basket cell walls along their entire periphery. The edges of the sheathing are bent toward the cell wall to make the edge weld. Thus, the neutron absorber is contained in a tight, welded pocket enclosure. The shear strength of the pocket weld joint, which is an order of magnitude greater than the weight of a fuel assembly, guarantees that the neutron absorber and its enveloping sheathing pocket will maintain their as-installed position under all loading, storage, and transient evolutions. Finally, the pocket joint detail ensures that fuel assembly insertion or withdrawal into or out of the MPC basket will not lead to a disconnection of the sheathing from the cell wall.

1.2.1.3.2 Neutron Shielding

The specification of the HI-STORM overpack and HI-TRAC transfer cask neutron shield material is predicated on functional performance criteria. These criteria are:

- Attenuation of neutron radiation to appropriate levels;
- Durability of the shielding material under normal conditions, in terms of thermal, chemical, mechanical, and radiation environments;
- Stability of the homogeneous nature of the shielding material matrix;
- Stability of the shielding material in mechanical or thermal accident conditions to the desired performance levels; and
- Predictability of the manufacturing process under adequate procedural control to yield an in-place neutron shield of desired function and uniformity.

Other aspects of a shielding material, such as ease of handling and prior nuclear industry use, are also considered, within the limitations of the main criteria. Final specification of a shield material is a result of optimizing the material properties with respect to the main criteria, along with the design of the shield system, to achieve the desired shielding results.

Neutron attenuation in the HI-STORM overpack is provided by the thick walls of concrete contained in the steel vessel, lid, and pedestal (only for the HI-STORM 100 and 100S overpack designs). Concrete is a shielding material with a long proven history in the nuclear industry. The concrete composition has been specified to ensure its continued integrity at the long term temperatures required for SNF storage.

The HI-TRAC transfer cask is equipped with a water jacket providing radial neutron shielding. Demineralized water will be utilized in the water jacket. To ensure operability for low temperature conditions, ethylene glycol (25% in solution) will be added to reduce the freezing point for low temperature operations (e.g., below 32^{o}F) [1.2.7].

Neutron shielding in the HI-TRAC 125 and 125D transfer casks in the axial direction is provided by Holtite-A within the top lid. HI-TRAC 125 also contains Holtite-A in the transfer lid. Holtite-A is a poured-in-place solid borated synthetic neutron-absorbing polymer. Holtite-A is specified with a nominal B_4C loading of 1 weight percent for the HI-STORM 100 System. Appendix 1.B provides the Holtite-A material properties germane to its function as a neutron shield. Holtec has performed confirmatory qualification tests on Holtite-A under the company's QA program.

In the following, a brief summary of the performance characteristics and properties of Holtite-A is provided.

Density

The specific gravity of Holtite-A is 1.68 g/cm^3 as specified in Appendix 1.B. To conservatively bound any potential weight loss at the design temperature and any inability to reach the theoretical density, the density is reduced by 4% to 1.61 g/cm^3. The density used for the shielding analysis is conservatively assumed to be 1.61 g/cm^3 to underestimate the shielding capabilities of the neutron shield.

Hydrogen

The weight concentration of hydrogen is 6.0%. However, all shielding analyses conservatively assume 5.9% hydrogen by weight in the calculations.

Boron Carbide

Boron carbide dispersed within Holtite-A in finely dispersed powder form is present in 1% (nominal) weight concentration. Holtite-A may be specified with a B_4C content of up to 6.5 weight percent. For the HI-STORM 100 System, Holtite-A is specified with a nominal B_4C weight percent of 1%.

Design Temperature

The design temperatures of Holtite-A are provided in Table 1.B.1. The maximum spatial temperatures of Holtite-A under all normal operating conditions must be demonstrated to be below these design temperatures, as applicable.

Thermal Conductivity

The Holtite-A neutron shielding material is stable below the design temperature for the long term and provides excellent shielding properties for neutrons. A conservative, lower bound conductivity is stipulated for use in the thermal analyses of Chapter 4 (Section 4.2) based on information in the technical literature.

1.2.1.3.3 Gamma Shielding Material

For gamma shielding, the HI-STORM 100 storage overpack primarily relies on massive concrete sections contained in a robust steel vessel. A carbon steel plate, the shield shell, is located adjacent to the overpack inner shell to provide additional gamma shielding (Figure 1.2.7)[†]. Carbon steel supplements the concrete gamma shielding in most portions of the storage overpack, most notably the pedestal (HI-STORM 100 and 100S overpack designs only) and the lid. To reduce the radiation streaming through the overpack air inlets and outlets, gamma shield cross plates are installed in the

[†] The shield shell design feature was deleted in June, 2001 after overpack serial number 7 was fabricated. Those overpacks without the shield shell are required to have a higher concrete density in the overpack body to provide compensatory shielding. See Table 1.D.1.

ducts (Figures 1.2.8 and 1.2.8A) to scatter the radiation. This scattering acts to significantly reduce the local dose rates adjacent to the overpack air inlets and outlets. See Figure 5.3.19 and the drawings in Section 1.5 for more details of the gamma shield cross plate designs for each overpack design.

In the HI-TRAC transfer cask, the primary gamma shielding is provided by lead. As in the storage overpack, carbon steel supplements the lead gamma shielding of the HI-TRAC transfer cask.

1.2.1.4 Lifting Devices

Lifting of the HI-STORM 100 System may be accomplished either by attachment at the top of the storage overpack ("top lift"), as would typically be done with a crane, or by attachment at the bottom ("bottom lift"), as would be effected by a number of lifting/handling devices.

For a top lift, the storage overpack is equipped with four threaded anchor blocks arranged circumferentially around the overpack. These anchor blocks are used for overpack lifting as well as securing the overpack lid to the overpack body. The storage overpack may be lifted with a lifting device that engages the anchor blocks with threaded studs and connects to a crane or similar equipment.

A bottom lift of the HI-STORM 100 storage overpack is effected by the insertion of four hydraulic jacks underneath the inlet vent horizontal plates (Figure 1.2.1). A slot in the overpack baseplate allows the hydraulic jacks to be placed underneath the inlet vent horizontal plate. The hydraulic jacks lift the loaded overpack to provide clearance for inserting or removing a device for transportation.

The standard design HI-TRAC transfer cask is equipped with two lifting trunnions and two pocket trunnions. The HI-TRAC 125D is equipped with only lifting trunnions. The lifting trunnions are positioned just below the top forging. The two pocket trunnions are located above the bottom forging and attached to the outer shell. The pocket trunnions are designed to allow rotation of the HI-TRAC. All trunnions are built from a high strength alloy with proven corrosion and non-galling characteristics. The lifting trunnions are designed in accordance with NUREG-0612 and ANSI N14.6. The lifting trunnions are installed by threading into tapped holes just below the top forging.

The top of the MPC lid is equipped with four threaded holes that allow lifting of the loaded MPC. These holes allow the loaded MPC to be raised/lowered through the HI-TRAC transfer cask using lifting cleats. The threaded holes in the MPC lid are designed in accordance with NUREG-0612 and ANSI N14.6.

1.2.1.5 Design Life

The design life of the HI-STORM 100 System is 40 years. This is accomplished by using material of construction with a long proven history in the nuclear industry and specifying materials known to withstand their operating environments with little to no degradation. A maintenance program, as specified in Chapter 9, is also implemented to ensure the HI-STORM 100 System will exceed its

design life of 40 years. The design considerations that assure the HI-STORM 100 System performs as designed throughout the service life include the following:

HI-STORM Overpack and HI-TRAC Transfer Cask

- Exposure to Environmental Effects
- Material Degradation
- Maintenance and Inspection Provisions

MPC

- Corrosion
- Structural Fatigue Effects
- Maintenance of Helium Atmosphere
- Allowable Fuel Cladding Temperatures
- Neutron Absorber Boron Depletion

The adequacy of the HI-STORM 100 System for its design life is discussed in Sections 3.4.11 and 3.4.12.

1.2.2 Operational Characteristics

1.2.2.1 Design Features

The HI-STORM 100 System incorporates some unique design improvements. These design innovations have been developed to facilitate the safe long term storage of SNF. Some of the design originality is discussed in Subsection 1.2.1 and below.

The free volume of the MPCs is inerted with 99.995% pure helium gas during the spent nuclear fuel loading operations. Table 1.2.2 specifies the helium fill requirements for the MPC internal cavity.

The HI-STORM overpack has been designed to synergistically combine the benefits of steel and concrete. The steel-concrete-steel construction of the HI-STORM overpack provides ease of fabrication, increased strength, and an optimal radiation shielding arrangement. The concrete is primarily provided for radiation shielding and the steel is primarily provided for structural functions.

The strength of concrete in tension and shear is conservatively neglected. Only the compressive strength of the concrete is accounted for in the analyses.

The criticality control features of the HI-STORM 100 are designed to maintain the neutron multiplication factor k-effective (including uncertainties and calculational bias) at less than 0.95 under all normal, off-normal, and accident conditions of storage as analyzed in Chapter 6. This level of conservatism and safety margins is maintained, while providing the highest storage capacity.

1.2.2.2 Sequence of Operations

Table 1.2.6 provides the basic sequence of operations necessary to defuel a spent fuel pool using the HI-STORM 100 System. The detailed sequence of steps for storage-related loading and handling operations is provided in Chapter 8 and is supported by the drawings in Section 1.5. A summary of the general actions needed for the loading and unloading operations is provided below. Figures 1.2.16 and 1.2.17 provide a pictorial view of typical loading and unloading operations, respectively.

Loading Operations

At the start of loading operations, the HI-TRAC transfer cask is configured with the pool lid installed. The HI-TRAC water jacket is filled with demineralized water or a 25% ethylene glycol solution depending on the ambient temperature conditions. The lift yoke is used to position HI-TRAC in the designated preparation area or setdown area for HI-TRAC inspection and MPC insertion. The annulus is filled with plant demineralized water, and an inflatable annulus seal is installed. The inflatable seal prevents contact between spent fuel pool water and the MPC shell reducing the possibility of contaminating the outer surfaces of the MPC. The MPC is then filled with water (borated if necessary). Based on the MPC model and fuel enrichment, this may be borated water or plant demineralized water (see Section 2.1). HI-TRAC and the MPC are lowered into the spent fuel pool for fuel loading using the lift yoke. Pre-selected assemblies are loaded into the MPC and a visual verification of the assembly identification is performed.

While still underwater, a thick shielding lid (the MPC lid) is installed. The lift yoke is remotely engaged to the HI-TRAC lifting trunnions and is used to lift the HI-TRAC close to the spent fuel pool surface. As an ALARA measure, dose rates are measured on the top of the HI-TRAC and MPC prior to removal from the pool to check for activated debris on the top surface. The MPC lift bolts (securing the MPC lid to the lift yoke) are removed. As HI-TRAC is removed from the spent fuel pool, the lift yoke and HI-TRAC are sprayed with demineralized water to help remove contamination.

HI-TRAC is removed from the pool and placed in the designated preparation area. The top surfaces of the MPC lid and the upper flange of HI-TRAC are decontaminated. The inflatable annulus seal is removed, and an annulus shield is installed. The annulus shield provides additional personnel shielding at the top of the annulus and also prevents small items from being dropped into the annulus. The Automated Welding System baseplate shield (if used) is installed to reduce dose rates around the top of the cask. The MPC water level is lowered slightly and the MPC lid is seal-welded using the Automated Welding System (AWS) or other approved welding process. Liquid penetrant examinations are performed on the root and final passes. A multi-layer liquid penetrant or volumetric examination is also performed on the MPC lid-to-shell weld. The MPC water is displaced from the MPC by blowing pressurized helium or nitrogen gas into the vent port of the MPC, thus displacing the water through the drain line. At the appropriate time in the sequence of activities, based on the type of test performed (hydrostatic or pneumatic), a pressure test of the MPC enclosure vessel is performed.

For MPCs containing all moderate burnup fuel, a Vacuum Drying System (VDS) may be used to

remove moisture from the MPC cavity. The VDS is connected to the MPC and is used to remove liquid water from the MPC in a stepped evacuation process. The stepped evacuation process is used to preclude the formation of ice in the MPC and Vacuum Drying System lines. The internal pressure is reduced and held for a duration to ensure that all liquid water has evaporated. This process is continued until the pressure in the MPC meets the technical specification limit and can be held there for the required amount of time.

For storage of high burnup fuel and as an option for storage of moderate burnup fuel, the reduction of residual moisture in the MPC to trace amounts is accomplished using a Forced Helium Dehydration (FHD) system, as described in Appendix 2.B. Relatively warm and dry helium is recirculated through the MPC cavity, which helps maintain the SNF in a cooled condition while moisture is being removed. The warm, dry gas is supplied to the MPC drain port and circulated through the MPC cavity where it absorbs moisture. The humidified gas travels out of the MPC and through appropriate equipment to cool and remove the absorbed water from the gas. The dry gas may be heated prior to its return to the MPC in a closed loop system to accelerate the rate of moisture removal in the MPC. This process is continued until the temperature of the gas exiting the demoisturizing module described in Appendix 2.B meets the specified limit.

Following moisture removal, the MPC is backfilled with a predetermined amount of helium gas. The helium backfill ensures adequate heat transfer during storage and provides an inert atmosphere for long-term fuel integrity. Cover plates are installed and seal-welded over the MPC vent and drain ports with liquid penetrant examinations performed on the root and final passes. *These seal welds are then helium leakage tested.*

The MPC closure ring is then placed on the MPC, aligned, tacked in place, and seal welded, providing redundant closure of the MPC lid and cover plates confinement closure welds. Tack welds are visually examined, and the root and final welds are inspected using the liquid penetrant examination technique to ensure weld integrity. The annulus shield is removed and the remaining water in the annulus is drained. The AWS Baseplate shield is removed. The MPC lid and accessible areas of the top of the MPC shell are smeared for removable contamination and HI-TRAC dose rates are measured. The HI-TRAC top lid is installed and the bolts are torqued. The MPC lift cleats are installed on the MPC lid. The MPC lift cleats are the primary lifting point of the MPC.

Rigging is installed between the MPC lift cleats and the lift yoke. . The rigging supports the MPC within HI-TRAC while the pool lid is replaced with the transfer lid. For the standard design transfer cask, the HI-TRAC is manipulated to replace the pool lid with the transfer lid. The MPC lift cleats and rigging support the MPC during the transfer operations.

MPC transfer from the HI-TRAC transfer cask into the overpack may be performed inside or outside the fuel building. Similarly, HI-TRAC and HI-STORM may be transferred to the ISFSI in several different ways. The loaded HI-TRAC may be handled in the vertical or horizontal orientation. The loaded HI-STORM can only be handled vertically.

For MPC transfers inside the fuel building, the empty HI-STORM overpack is inspected and staged with the lid removed, the alignment device positioned, and, for the HI-STORM 100 overpack, the

vent duct shield inserts installed. If using HI-TRAC 125D, the HI-STORM mating device is secured to the top of the empty overpack (Figure 1.2.18). The loaded HI-TRAC is placed using the fuel building crane on top of HI-STORM, or the mating device, as applicable. After the HI-TRAC is positioned atop the HI-STORM or secured to the mating device, as applicable, the MPC is raised slightly. With the standard HI-TRAC design, the transfer lid door locking pins are removed and the doors are opened. With the HI-TRAC 125D, the pool lid is removed using the mating device. The MPC is lowered into HI-STORM. Following verification that the MPC is fully lowered, slings are disconnected and lowered onto the MPC lid. For the HI-STORM 100, the doors are closed and the HI-TRAC is prepared for removal from on top of HI-STORM (with HI-TRAC 125D, the transfer cask must first be disconnected from the mating device). For the HI-STORM 100S and HI-STORM 100S Version B, the standard design HI-TRAC may need to be lifted above the overpack to a height sufficient to allow closure of the transfer lid doors without interfering with the MPC lift cleats. The HI-TRAC is then removed and placed in its designated storage location. The MPC lift cleats and slings are removed from atop the MPC. The alignment device, vent duct shield inserts, and/or mating device is/are removed, as applicable. The pool lid is removed from the mating device and re-attached to the HI-TRAC 125D prior to its next use. The HI-STORM lid is installed, and the upper vent screens and gamma shield cross plates are installed. The HI-STORM lid studs are installed and torqued.

For MPC transfers outside of the fuel building, the empty HI-STORM overpack is inspected and staged with the lid removed, the alignment device positioned, and, for the HI-STORM 100, the vent duct shield inserts installed. For HI-TRAC 125D, the mating device is secured to the top of the overpack. The loaded HI-TRAC is transported to the cask transfer facility in the vertical or horizontal orientation. A number of methods may be utilized as long as the handling limitations prescribed in the technical specifications are not exceeded.

To place the loaded HI-TRAC in a horizontal orientation, a transport frame or "cradle" is utilized. If the cradle is equipped with rotation trunnions they are used to engage the HI-TRAC 100 or 125 pocket trunnions. While the loaded HI-TRAC is lifted by the lifting trunnions, the HI-TRAC is lowered onto the cradle rotation trunnions. Then, the crane lowers and the HI-TRAC pivots around the pocket trunnions and is placed in the horizontal position in the cradle.

The HI-TRAC 125D does not include pocket trunnions in its design. Therefore, the user must downend the transfer cask onto the transport frame using appropriately designed rigging in accordance with the site's heavy load control program.

If the loaded HI-TRAC is transferred to the cask transfer facility in the horizontal orientation, the HI-TRAC transport frame and/or cradle are placed on a transport vehicle. The transport vehicle may be an air pad, railcar, heavy-haul trailer, dolly, etc. If the loaded HI-TRAC is transferred to the cask transfer facility in the vertical orientation, the HI-TRAC may be lifted by the lifting trunnions or seated on the transport vehicle. During the transport of the loaded HI-TRAC, standard plant heavy load handling practices shall be applied including administrative controls for the travel path and tie-down mechanisms.

For MPCs containing any HBF *and a decay heat load above a specified threshold heat load*, the

Supplemental Cooling System (SCS) is required to be operational during the time the loaded and backfilled MPC is in HI-TRAC to ensure fuel cladding temperatures remain within limits. The SCS is discussed in detail in Section 4.5 and the design criteria for the system are provided in Appendix 2.C. The SCS is not required when the MPC is inside the *HI-STORM* overpack, regardless of decay heat load.

After the loaded HI-TRAC arrives at the cask transfer facility, the HI-TRAC is upended by a crane if the HI-TRAC is in a horizontal orientation. The loaded HI-TRAC is then placed, using the crane located in the transfer area, on top of HI-STORM, which has been inspected and staged with the lid removed, vent duct shield inserts installed, the alignment device positioned, and the mating device installed, as applicable.

After the HI-TRAC is positioned atop the HI-STORM or the mating device, the MPC is raised slightly. In the standard design, the transfer lid door locking pins are removed and the doors are opened. With the HI-TRAC 125D, the pool lid is removed using the mating device. The MPC is lowered into HI-STORM. Following verification that the MPC is fully lowered, slings are disconnected and lowered onto the MPC lid. For the HI-STORM 100, the doors are closed and HI-TRAC is removed from on top of HI-STORM or disconnected from the mating device, as applicable. For the HI-STORM 100S and the HI-STORM 100S Version B, the standard design HI-TRAC may need to be lifted above the overpack to a height sufficient to allow closure of the transfer lid doors without interfering with the MPC lift cleats. The HI-TRAC is then removed and placed in its designated storage location. The MPC lift cleats and slings are removed from atop the MPC. The alignment device, vent duct shield inserts, and mating device is/are removed, as applicable. The pool lid is removed from the mating device and re-attached to the HI-TRAC 125D prior to its next use. The HI-STORM lid is installed, and the upper vent screens and gamma shield cross plates are installed. The HI-STORM lid studs and nuts are installed.

After the HI-STORM has been loaded either within the fuel building or at a dedicated cask transfer facility, the HI-STORM is then moved to its designated position on the ISFSI pad. The HI-STORM overpack may be moved using a number of methods as long as the handling limitations listed in the technical specifications are not exceeded. The loaded HI-STORM must be handled in the vertical orientation, and may be lifted from the top by the anchor blocks or from the bottom by the inlet vents. After the loaded HI-STORM is lifted, it may be placed on a transport mechanism or continue to be lifted by the lid studs and transported to the storage location. The transport mechanism may be an air pad, crawler, railcar, heavy-haul trailer, dolly, etc. During the transport of the loaded HI-STORM, standard plant heavy load handling practices shall be applied including administrative controls for the travel path and tie-down mechanisms. Once in position at the storage pad, vent operability testing is performed to ensure that the system is functioning within its design parameters.

In the case of HI-STORM 100A, the anchor studs are installed and fastened into the anchor receptacles in the ISFSI pad in accordance with the design requirements.

Unloading Operations

The HI-STORM 100 System unloading procedures describe the general actions necessary to prepare the MPC for unloading, cool the stored fuel assemblies in the MPC, flood the MPC cavity, remove the lid welds, unload the spent fuel assemblies, and recover HI-TRAC and empty the MPC. Special precautions are outlined to ensure personnel safety during the unloading operations, and to prevent the risk of MPC overpressurization and thermal shock to the stored spent fuel assemblies.

The MPC is recovered from HI-STORM either at the cask transfer facility or the fuel building using any of the methodologies described in Section 8.1. The HI-STORM lid is removed, the alignment device positioned, and, for the HI-STORM 100, the vent duct shield inserts are installed, and the MPC lift cleats are attached to the MPC. For HI-TRAC 125D, the mating device is installed. Rigging is attached to the MPC lift cleats. For the HI-STORM 100S and HI-STORM 100S Version B with the standard HI-TRAC design, the transfer doors may need to be opened to avoid interfering with the MPC lift cleats. For HI-TRAC 125D, the mating device (possibly containing the pool lid) is secured to the top of the overpack. HI-TRAC is raised and positioned on top of HI-STORM or secured to the mating device, as applicable. For HI-TRAC 125D, the pool lid is ensured to be out of the transfer path for the MPC. The MPC is raised into HI-TRAC. Once the MPC is raised into HI-TRAC, the standard design HI-TRAC transfer lid doors are closed and the locking pins are installed. For HI-TRAC 125D, the pool lid is installed and the transfer cask is unsecured from the mating device. HI-TRAC is removed from on top of HI-STORM. As required based on the presence of high burnup fuel *and the decay heat load*, the Supplemental Cooling System is installed and placed into operation.

The HI-TRAC is brought into the fuel building and, for the standard design, manipulated for bottom lid replacement. The transfer lid is replaced with the pool lid. The MPC lift cleats and rigging support the MPC during lid transfer operations.

HI-TRAC and its enclosed MPC are returned to the designated preparation area and the rigging, MPC lift cleats, and HI-TRAC top lid are removed. The annulus is filled with plant demineralized water (borated, if necessary). The annulus and HI-TRAC top surfaces are protected from debris that will be produced when removing the MPC lid.

The MPC closure ring and vent and drain port cover plates are core drilled. Local ventilation is established around the MPC ports. The RVOAs are attached to the vent and drain port. The RVOAs allow access to the inner cavity of the MPC, while providing a hermetic seal. The MPC is cooled using appropriate means, if necessary, to reduce the MPC internal temperature to allow water flooding. Following the fuel cool-down, the MPC is flooded with borated or unborated water, as required.. The MPC lid-to-MPC shell weld is removed. Then, all weld removal equipment is removed with the MPC lid left in place.

The MPC lid is rigged to the lift yoke and the lift yoke is engaged to HI-TRAC lifting trunnions. If weight limitations require, the neutron shield jacket is drained. HI-TRAC is placed in the spent fuel pool and the MPC lid is removed. All fuel assemblies are returned to the spent fuel storage racks and the MPC fuel cells are vacuumed to remove any assembly debris. HI-TRAC and MPC are returned

to the designated preparation area where the MPC water is removed. The annulus water is drained and the MPC and HI-TRAC are decontaminated in preparation for re-utilization.

1.2.2.3 Identification of Subjects for Safety and Reliability Analysis

1.2.2.3.1 Criticality Prevention

Criticality is controlled by geometry and neutron absorbing materials in the fuel basket. The MPC-24/24E/24EF (all with lower enriched fuel) and the MPC-68/68F/68FF do not rely on soluble boron credit during loading or the assurance that water cannot enter the MPC during storage to meet the stipulated criticality limits.

Each MPC model is equipped with neutron absorber plates affixed to the fuel cell walls as shown on the drawings in Section 1.5. The minimum ^{10}B areal density specified for the neutron absorber in each MPC model is shown in Table 1.2.2. These values are chosen to be consistent with the assumptions made in the criticality analyses.

The MPC-24, MPC-24E and 24EF(all with higher enriched fuel) and the MPC-32 and MPC-32F take credit for soluble boron in the MPC water for criticality prevention during wet loading and unloading operations. Boron credit is only necessary for these PWR MPCs during loading and unloading operations that take place under water. During storage, with the MPC cavity dry and sealed from the environment, criticality control measures beyond the fixed neutron poisons affixed to the storage cell walls are not necessary because of the low reactivity of the fuel in the dry, helium filled canister and the design features that prevent water from intruding into the canister during storage.

1.2.2.3.2 Chemical Safety

There are no chemical safety hazards associated with operations of the HI-STORM 100 dry storage system. A detailed evaluation is provided in Section 3.4.

1.2.2.3.3 Operation Shutdown Modes

The HI-STORM 100 System is totally passive and consequently, operation shutdown modes are unnecessary. Guidance is provided in Chapter 8, which outlines the HI-STORM 100 unloading procedures, and Chapter 11, which outlines the corrective course of action in the wake of postulated accidents.

1.2.2.3.4 Instrumentation

As stated earlier, the HI-STORM 100 confinement boundary is the MPC, which is seal welded, non-destructively examined and pressure tested. The HI-STORM 100 is a completely passive system with appropriate margins of safety; therefore, it is not necessary to deploy any instrumentation to monitor the cask in the storage mode. At the option of the user, temperature elements may be

utilized to monitor the air temperature of the HI-STORM overpack exit vents in lieu of routinely inspecting the ducts for blockage. See Subsection 2.3.3.2 for additional details.

1.2.2.3.5 Maintenance Technique

Because of their passive nature, the HI-STORM 100 System requires minimal maintenance over its lifetime. No special maintenance program is required. Chapter 9 describes the acceptance criteria and maintenance program set forth for the HI-STORM 100.

1.2.3 Cask Contents

The HI-STORM 100 System is designed to house different types of MPCs. The MPCs are designed to store both BWR and PWR spent nuclear fuel assemblies. Tables 1.2.1 and 1.2.2 provide key system data and parameters for the MPCs. A description of acceptable fuel assemblies for storage in the MPCs is provided in Section 2.1. This includes fuel assemblies classified as damaged fuel assemblies and fuel debris in accordance with the definitions of these terms in Table 1.0.1. A summary of the types of fuel authorized for storage in each MPC model is provided below. All fuel assemblies, non-fuel hardware, and neutron sources must meet the fuel specifications provided in Section 2.1. All fuel assemblies classified as damaged fuel or fuel debris must be stored in damaged fuel containers.

MPC-24

The MPC-24 is designed to accommodate up to twenty-four (24) PWR fuel assemblies classified as intact fuel assemblies, with or without non-fuel hardware.

~~MPC-24E~~

~~The MPC-24E is designed to accommodate up to twenty-four (24) PWR fuel assemblies, with or without non-fuel hardware. Up to four (4) fuel assemblies may be classified as damaged fuel assemblies, with the balance being classified as intact fuel assemblies. Damaged fuel assemblies must be stored in fuel storage locations 3, 6, 19, and/or 22 (see Figure 1.2.4).~~

MPC-24E and MPC-24EF

The *MPC-24E and* MPC-24EF *are*~~is~~ designed to accommodate up to twenty-four (24) PWR fuel assemblies, with or without non-fuel hardware. Up to four (4) fuel assemblies may be classified as damaged fuel assemblies or fuel debris, with the balance being classified as intact fuel assemblies. Damaged fuel assemblies and fuel debris must be stored in fuel storage locations 3, 6, 19, and/or 22 (see Figure 1.2.4).

~~MPC-32~~

~~The MPC-32 is designed to accommodate up to thirty-two (32) PWR fuel assemblies with or without non-fuel hardware. Up to eight (8) of these assemblies may be classified as damaged fuel~~

~~assemblies, with the balance being classified as intact fuel assemblies. Damaged fuel assemblies must be stored in fuel storage locations 1, 4, 5, 10, 23, 28, 29, and/or 32 (see Figure 1.2.3).~~

MPC-32 and MPC-32F

The *MPC-32 and* MPC-32F *are*~~is~~ designed to store up to thirty two (32) PWR fuel assemblies with or without non-fuel hardware. Up to eight (8) of these assemblies may be classified as damaged fuel assemblies or fuel debris, with the balance being classified as intact fuel assemblies. Damaged fuel assemblies and fuel debris must be stored in fuel storage locations 1, 4, 5, 10, 23, 28, 29, and/or 32 (see Figure 1.2.3).

~~MPC-68~~

~~The MPC-68 is designed to accommodate up to sixty-eight (68) BWR intact and/or damaged fuel assemblies, with or without channels. For the Dresden Unit 1 or Humboldt Bay plants, the number of damaged fuel assemblies may be up to a total of 68. For damaged fuel assemblies from plants other than Dresden Unit 1 and Humboldt Bay, the number of damaged fuel assemblies is limited to sixteen (16) and must be stored in fuel storage locations 1, 2, 3, 8, 9, 16, 25, 34, 35, 44, 53, 60, 61, 66, 67, and/or 68 (see Figure 1.2.2).~~

MPC-68F

The MPC-68F is designed to accommodate up to sixty-eight (68) Dresden Unit 1 or Humboldt Bay BWR fuel assemblies (with or without channels) made up of any combination of fuel assemblies classified as intact fuel assemblies, damaged fuel assemblies, and up to four (4) fuel assemblies classified as fuel debris.

MPC-68 and MPC-68FF

The *MPC-68 and* MPC-68FF ~~is~~ *are* designed to accommodate up to sixty-eight (68) BWR fuel assemblies with or without channels. Any number of these fuel assemblies may be Dresden Unit 1 or Humboldt Bay BWR fuel assemblies classified as intact fuel or damaged fuel. Dresden Unit 1 and Humboldt Bay fuel debris is limited to eight (8) DFCs. DFCs containing Dresden Unit 1 or Humboldt Bay fuel debris may be stored in any fuel storage location. For BWR fuel assemblies from plants other than Dresden Unit 1 and Humboldt Bay, the total number of fuel assemblies classified as damaged fuel assemblies or fuel debris is limited to sixteen (16), with up to eight (8) of the 16 fuel assemblies classified as fuel debris. These fuel assemblies must be stored in fuel storage locations 1, 2, 3, 8, 9, 16, 25, 34, 35, 44, 53, 60, 61, 66, 67, and/or 68 (see Figure 1.2.2). The balance of the fuel storage locations may be filled with intact BWR fuel assemblies, up to a total of 68.

Table 1.2.1

KEY SYSTEM DATA FOR HI-STORM 100 SYSTEM

ITEM	QUANTITY	NOTES
Types of MPCs ~~included in this revision of the submittal~~	8	5 for PWR 3 for BWR
MPC storage capacity[†]:	MPC-24 MPC-24E MPC-24EF	Up to 24 intact ZR or stainless steel clad PWR fuel assemblies with or without non-fuel hardware. Up to 4 damaged fuel assemblies ~~may be stored in the MPC-24E and up to 4 damaged fuel assemblies~~ and/or fuel assemblies classified as fuel debris may be stored in the *MPC-24E or* MPC-24EF. OR
	MPC-32 MPC-32F	Up to 32 intact ZR or stainless steel clad PWR fuel assemblies with or without non-fuel hardware. Up to 8 damaged fuel assemblies ~~may be stored in the MPC-32 and up to 8 damaged fuel assemblies~~ and/or fuel assemblies classified as fuel debris may be stored in the *MPC-32 or* MPC-32F.
	~~MPC-68~~	~~Any combination of Dresden Unit 1 or Humboldt Bay damaged fuel assemblies in damaged fuel containers and intact fuel assemblies, up to a total of 68. For damaged fuel other than Dresden Unit 1 and Humboldt Bay, the number of fuel assemblies is limited to 16, with the balance being intact fuel assemblies.~~ ~~OR~~

[†] See Section 2.1 for a complete description of cask authorized cask contents and fuel specifications.

Table 1.2.1 (continued)
KEY SYSTEM DATA FOR HI-STORM 100 SYSTEM

ITEM	QUANTITY	NOTES
MPC storage capacity:	MPC-68F *MPC-68* MPC-68FF	Up to 4 damaged fuel containers with ZR clad Dresden Unit 1 (D-1) or Humboldt Bay (HB) BWR fuel debris and the complement damaged ZR clad Dresden Unit 1 or Humboldt Bay BWR fuel assemblies in damaged fuel containers or intact Dresden Unit 1 or Humboldt Bay BWR intact fuel assemblies. OR Up to 68 Dresden Unit 1 or Humboldt Bay intact fuel or damaged fuel and up to 8 damaged fuel containers containing D-1 or HB fuel debris. For other BWR plants, up to 16 damaged fuel containers containing BWR damaged fuel and/or fuel debris with the complement intact fuel assemblies, up to a total of 68. The number of damaged fuel containers containing BWR fuel debris is limited to 8 for all BWR plants.

Table 1.2.2
KEY PARAMETERS FOR HI-STORM 100 MULTI-PURPOSE CANISTERS

	PWR	BWR
Pre-disposal service life (years)	40	40
Design temperature, max./min. (^{o}F)	$725^{o\dagger}/-40^{o\dagger\dagger}$	$725^{o\dagger}/-40^{o\dagger\dagger}$
Design internal pressure (psig) Normal conditions Off-normal conditions Accident Conditions	 100 110 200	 100 110 200
Total heat load, max. (kW)	~~28.74~~*36.9*	~~28.19~~*36.9*
Maximum permissible peak fuel cladding temperature: Long Term Normal (^{o}F) Short Term Operations (^{o}F) Off-Normal and Accident (^{o}F)	 752 752 or $1058^{\dagger\dagger\dagger}$ 1058	 752 752 or $1058^{\dagger\dagger\dagger}$ 1058
MPC internal environment Helium fill (99.995% fill helium purity) MPC-24 (heat load ≤ 27.77 kW) *(heat load > 27.77 kW)* MPC-24E/24EF (heat load ≤ 28.17 kW) *(heat load > 28.17 kW)*	(all pressure ranges are at a reference temperature of 70^{o}F) ≥ 29.3 psig and ≤ ~~33.3~~~~47.5~~*48.5* psig OR 0.1212 +/-10% g-moles/liter *≥ ~~44.5~~45.5 psig and ≤ ~~47.5~~48.5 psig* ≥ 29.3 psig and ≤ ~~33.3~~~~47.5~~*48.5* psig OR 0.1212 +/-10% g-moles/liter *≥ ~~44.5~~45.5 psig and ≤*	(all pressure ranges are at a reference temperature of 70^{o}F)

† Maximum normal condition design temperatures for the MPC fuel basket. A complete listing of design temperatures for all components is provided in Table 2.2.3.

†† Temperature based on off-normal minimum environmental temperatures specified in Section 2.2.2.2 and no fuel decay heat load.

††† See Section 4.5 for discussion of the applicability of the 1058^{o}F temperature limit during MPC drying.

	~~47.5~~48.5 psig	
MPC-68/68F/68FF (heat load ≤ 28.19 kW)		≥ 29.3 psig and ≤ ~~33.3~~48.5 psig OR 0.1218 +/-10% g-moles/liter
(heat load > 28.19 kW)		≥ ~~44.5~~45.5 psig and ≤ ~~47.5~~48.5 psig
MPC-32/32F (heat load ≤ 28.74 kW)	≥ 29.3 psig and ≤ ~~48.8~~48.5 psig	
(heat load > 28.74 kW)	≥ ~~44.5~~45.5 psig and ≤ ~~47.5~~48.5 psig	

Table 1.2.2 (cont'd)
KEY PARAMETERS FOR HI-STORM 100 MULTI-PURPOSE CANISTERS

Maximum permissible multiplication factor (k_{eff}) including all uncertainties and biases	< 0.95	< 0.95
Fixed Neutron Absorber (Boral / Metamic) ^{10}B Areal Density (g/cm^2)	0.0267/0.0223 (MPC-24) 0.0372/0.0310 (MPC-24E, MPC-24EF MPC-32 & MPC-32F)	0.0372/0.0310 (MPC-68 & MPC-68FF) 0.01/NA (MPC-68F) (See Note 1)
End closure(s)	Welded	Welded
Fuel handling	Opening compatible with standard grapples	Opening compatible with standard grapples
Heat dissipation	Passive	Passive

NOTES:

1. All MPC-68F canisters are equipped with Boral neutron absorber.

Tables 1.2.3 through 1.2.5

INTENTIONALLY DELETED

Table 1.2.6

HI-STORM 100 OPERATIONS SEQUENCE

Site-specific handling and operations procedures will be prepared, reviewed, and approved by each owner/user.	
1	HI-TRAC and MPC lowered into the fuel pool without lids
2	Fuel assemblies transferred into the MPC fuel basket
3	MPC lid lowered onto the MPC
4	HI-TRAC/MPC assembly moved to the decon pit and MPC lid welded in place, volumetrically or multi-layer PT examined, and pressure tested
5	MPC dewatered, moisture removed, backfilled with helium, and the closure ring welded
6	HI-TRAC annulus drained and external surfaces decontaminated
7	MPC lifting cleats installed and MPC weight supported by rigging
8	HI-TRAC pool lid removed and transfer lid attached (not applicable to HI-TRAC 125D)
9	MPC lowered and seated on HI-TRAC transfer lid (not applicable to HI-TRAC 125D)
9a	HI-STORM mating device secured to top of empty HI-STORM overpack (HI-TRAC 125D only)
10	HI-TRAC/MPC assembly transferred to atop HI-STORM overpack or mating device, as applicable
11	MPC weight supported by rigging and transfer lid doors opened (standard design HI-TRAC) or pool lid removed (HI-TRAC 125D)
12	MPC lowered into HI-STORM overpack, and HI-TRAC removed from atop HI-STORM overpack/mating device
12a	HI-STORM mating device removed (HI-TRAC 125D only)
13	HI-STORM overpack lid installed and bolted in place
14	HI-STORM overpack placed in storage at the ISFSI pad
15	For HI-STORM 100A (or 100SA) users, the overpack is anchored to the ISFSI pad by installation of nuts onto studs and torquing to the minimum required torque.

Table 1.2.7

REPRESENTATIVE ASME BOLTING AND THREADED ROD MATERIALS ACCEPTABLE
FOR THE HI-STORM 100A ANCHORAGE SYSTEM

ASME MATERIALS FOR BOLTING

Composition	I.D.	Type Grade or UNC No.	Ultimate Strength (ksi)	Yield Strength (ksi)	Code Permitted Size Range†
C	SA-354	BC K04100	125	109	t ≤ 2.5"
¾ Cr	SA-574	51B37M	170	135	t ≥ 5/8"
1 Cr – 1/5 Mo	SA-574	4142	170	135	t ≥ 5/8"
1 Cr-1/2 Mo-V	SA-540	B21 (K 14073)	165	150	t ≤ 4"
5 Cr – ½ Mo	SA-193	B7	125	105	t ≤ 2.5"
$2N_i$ – ¾ Cr – ¼ Mo	SA-540	B23 (H-43400)	135	120	
$2N_i$ – ¾ Cr – 1/3 Mo	SA-540	B-24 (K-24064)	135	120	
17Cr-4Ni-4Cu	SA-564	630 (H-1100)	140	115	
17Cr-4Ni-4Cu	SA-564	630 (H-1075)	145	125	
25Ni-15Cr-2Ti	SA-638	660	130	85	
22CR-13Ni-5Mn	SA-479	XM-19 (S20910)	135	105	

Note: The materials listed in this table are representative of acceptable materials and have been abstracted from the ASME Code, Section II, Part D, Table 3. Other materials listed in the Code are also acceptable as long as they meet the size requirements, the minimum requirements on yield and ultimate strength (see Table 2.0.4), and are suitable for the environment.

† Nominal diameter of the bolt (or rod) as listed in the Code tables. Two-inch diameter studs/rods are specified for the HI-STORM 100A.

Table 1.2.8

METAMIC® DATA FOR HOLTEC MPCs

MPC Type	Min. B-10 areal density required by criticality analysis (g/cm^2)	Nominal Weight Percent of B_4C and Reference **METAMIC®** Panel Thickness			
		100% Credit	90% Credit	75% Credit	Ref. Thickness (inch)
MPC-24	0.020	27.6	31	37.2	0.075
MPC-68, -68FF, -32, -32F, -24E, and -24EF	0.0279	27.8	31	37.4	0.104

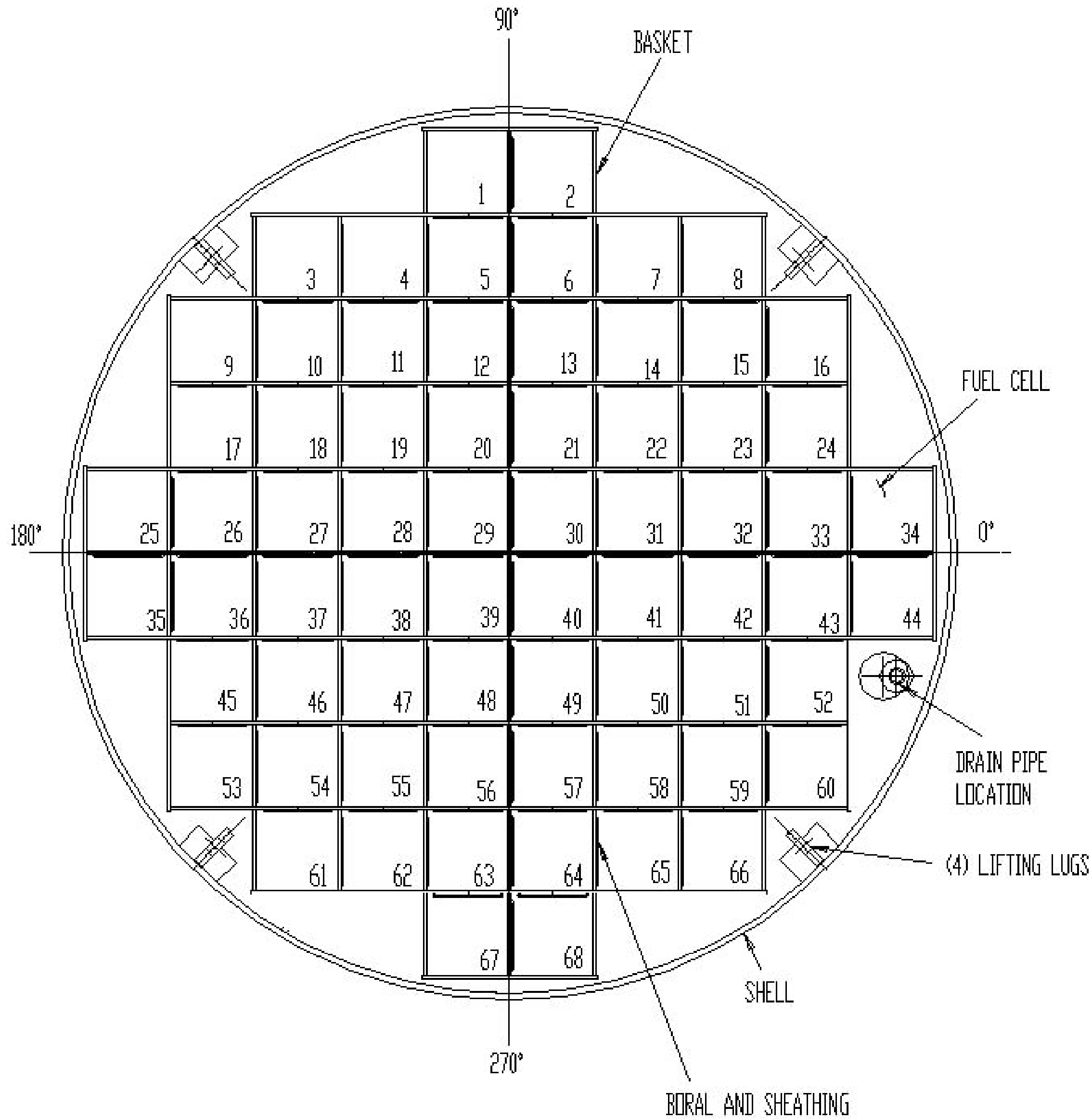


FIGURE 1.2.2; MPC-68/MPC-68F/MPC-68FF CROSS SECTION VIEW

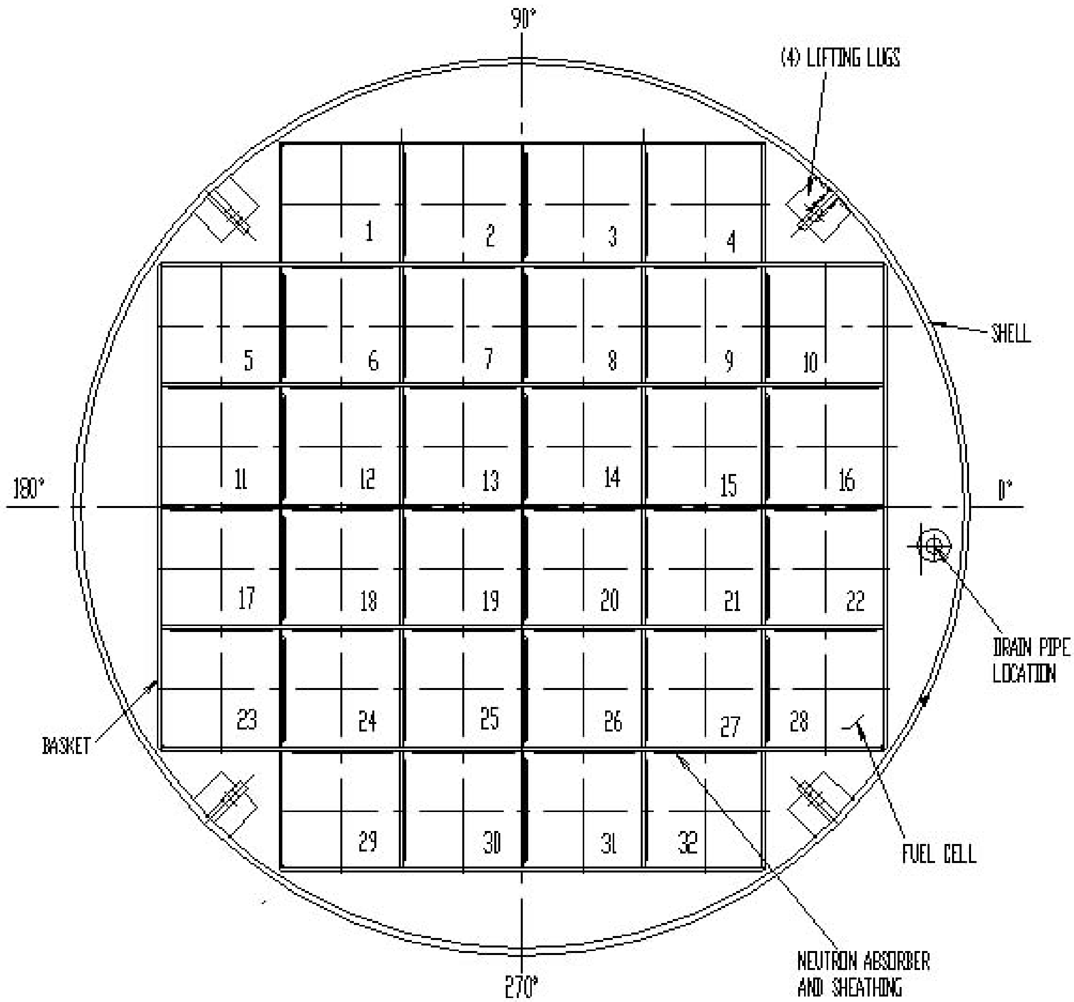


FIGURE 1.2.3; MPC-32/MPC-32F CROSS SECTION VIEW

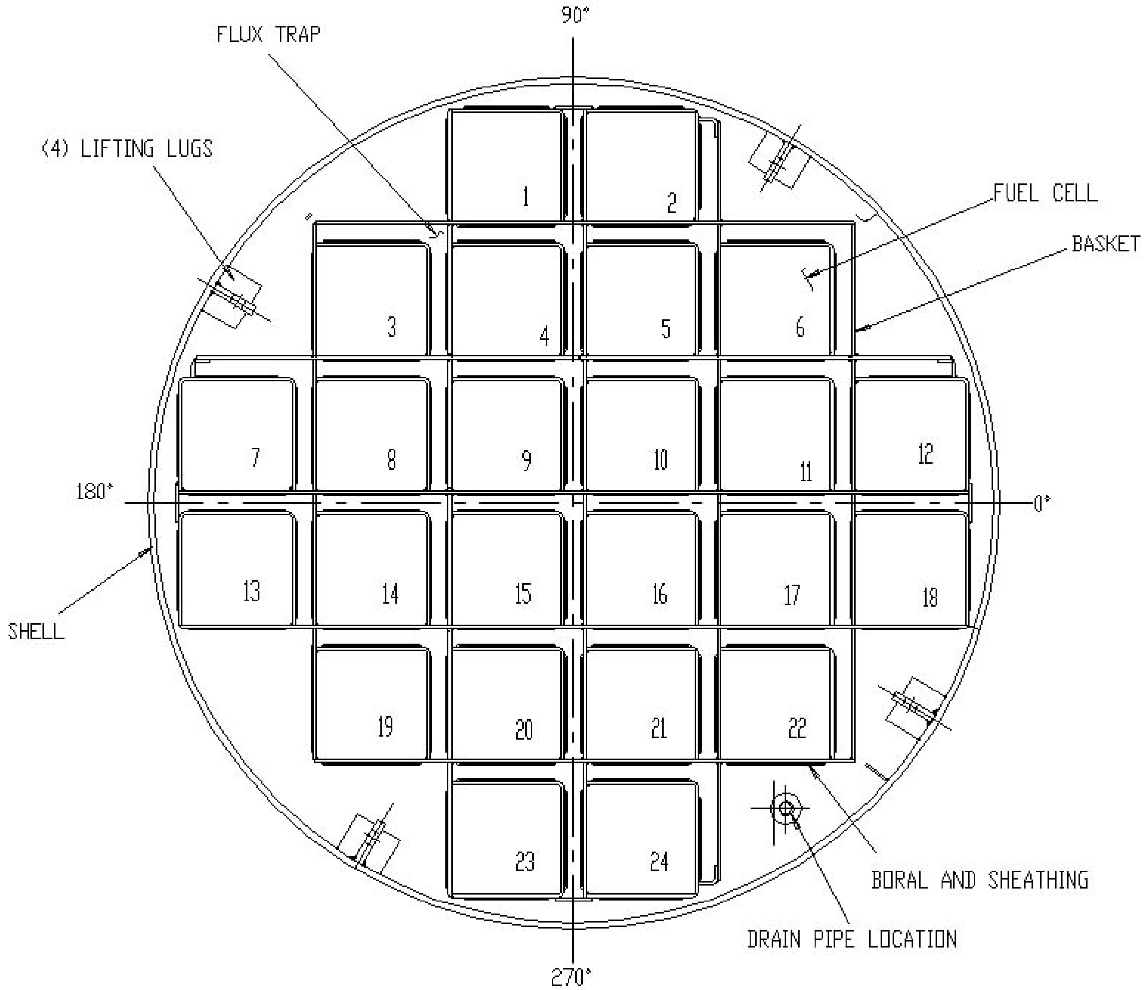


FIGURE 1.2.4; MPC-24/MPC-24E/MPC-24EF CROSS SECTION VIEW

1.3 IDENTIFICATION OF AGENTS AND CONTRACTORS

Holtec International is a specialty engineering company with a principal focus on spent fuel storage technologies. Holtec has carried out turnkey wet storage capacity expansions (engineering, licensing, fabrication, removal of existing racks, performance of underwater modifications, volume reduction of the old racks and hardware, installation of new racks, and commissioning of the pool for increased storage capacity) in numerous plants around the world. Over 45 plants in the U.S., Britain, Brazil, Korea, and Taiwan have utilized Holtec's wet storage technology to extend their in-pool storage capacity.

Holtec's corporate engineering consists of experts with advanced degrees (Ph.D.'s) in every discipline germane to the fuel storage technologies, namely structural mechanics, heat transfer, computational fluid dynamics, and nuclear physics. All engineering analyses for Holtec's fuel storage projects (including HI-STORM 100) are carried out in-house.

Holtec International's quality assurance program was originally developed to meet NRC requirements delineated in 10CFR50, Appendix B, and was expanded to include provisions of 10CFR71, Subpart H, and 10CFR72, Subpart G, for structures, systems, and components designated as important to safety. The Holtec quality assurance program, which satisfies all 18 criteria in 10CFR72, Subpart G, that apply to the design, fabrication, construction, testing, operation, modification, and decommissioning of structures, systems, and components important to safety is incorporated by reference into this FSAR as described in Chapter 13.

It is currently planned that the HI-STORM 100 System will be fabricated by U.S. Tool & Die, Inc. (UST&D) of Pittsburgh, Pennsylvania. UST&D is an N-Stamp holder and a highly respected fabricator of nuclear components. UST&D is *a wholly-owned subsidiary of Holtec International*~~on Holtec's Approved Vendors List (AVL)~~ and has a quality assurance program meeting 10CFR50 Appendix B criteria. Extensive prototypical fabrication of the MPCs has been carried out at the UST&D shop to resolve fixturing and tolerance issues. If another fabricator is to be used for the fabrication of any part of the HI-STORM 100 System, the proposed fabricator will be evaluated and audited in accordance with Holtec International's quality assurance program.

Construction, assembly, and operations on-site may be performed by Holtec or a licensee as the prime contractor. A licensee shall be suitably qualified and experienced to perform selected activities. Typical licensees are technically qualified and experienced in commercial nuclear power plant construction and operation activities under a quality assurance program meeting 10CFR50 Appendix B criteria.

1.5 DRAWINGS

The following HI-STORM 100 System drawings and bills of materials are provided on subsequent pages in this subsection:

Drawing Number/Sheet	Description	Rev.
3923	MPC Enclosure Vessel	13
3925	MPC-24E/EF Fuel Basket Assembly	5
3926	MPC-24 Fuel Basket Assembly	6
3927	MPC-32 Fuel Basket Assembly	8
3928	MPC-68/68F/68FF Basket Assembly	7
1495 Sht 1/6	HI-STORM 100 Assembly	13
1495 Sht 2/6	Cross Section "Z" - "Z" View of HI-STORM	18
1495 Sht 3/6	Section "Y" - "Y" of HI-STORM	12
1495 Sht 4/6	Section "X" -"X" of HI-STORM	13
1495 Sht 5/6	Section "W" -"W" of HI-STORM	15
1561 Sht 1/6	View "A" -"A" of HI-STORM	11
1561 Sht 2/6	Detail "B" of HI-STORM	15
1561 Sht 3/6	Detail of Air Inlet of HI-STORM	11
1561 Sht 4/6	Detail of Air Outlet of HI-STORM	12
3669	HI-STORM 100S Assembly	9
1880 Sht 1/10	125 Ton HI-TRAC Outline with Pool Lid	9
1880 Sht 2/10	125 Ton HI-TRAC Body Sectioned Elevation	10
1880 Sht 3/10	125 Ton HI-TRAC Body Sectioned Elevation "B" - "B"	9
1880 Sht 4/10	125 Ton Transfer Cask Detail of Bottom Flange	10
1880 Sht 5/10	125 Ton Transfer Cask Detail of Pool Lid	10
1880 Sht 6/10	125 Ton Transfer Cask Detail of Top Flange	10
1880 Sht 7/10	125 Ton Transfer Cask Detail of Top Lid	9
1880 Sht 8/10	125 Ton Transfer Cask View "Y" - "Y"	9
1880 Sht 9/10	125 Ton Transfer Cask Lifting Trunnion and Locking Pad	7
1880 Sht 10/10	125 Ton Transfer Cask View "Z" - "Z"	9
1928 Sht 1/2	125 Ton HI-TRAC Transfer Lid Housing Detail	11
1928 Sht 2/2	125 Ton HI-TRAC Transfer Lid Door Detail	10
2145 Sht 1/10	100 Ton HI-TRAC Outline with Pool Lid	8
2145 Sht 2/10	100 Ton HI-TRAC Body Sectioned Elevation	8
2145 Sht 3/10	100 Ton HI-TRAC Body Sectioned Elevation 'B-B'	8
2145 Sht 4/10	100 Ton HI-TRAC Detail of Bottom Flange	7
2145 Sht 5/10	100 Ton HI-TRAC Detail of Pool Lid	6
2145 Sht 6/10	100 Ton HI-TRAC Detail of Top Flange	8
2145 Sht 7/10	100 Ton HI-TRAC Detail of Top Lid	8
2145 Sht 8/10	100 Ton HI-TRAC View Y-Y	8
2145 Sht 9/10	100 Ton HI-TRAC Lifting Trunnions and Locking Pad	5
2145 Sht 10/10	100 Ton HI-TRAC View Z-Z	7
2152 Sht 1/2	100 Ton HI-TRAC Transfer Lid Housing Detail	10

Drawing Number/Sheet	Description	Rev.
2152 Sht 2/2	100 Ton HI-TRAC Transfer Lid Door Detail	8
3187	Lug and Anchoring Detail for HI-STORM 100A	2
BM-1575, Sht 1/2	Bill-of-Materials HI-STORM 100 Storage Overpack	19
BM-1575, Sht 2/2	Bill-of-Materials HI-STORM 100 Storage Overpack	19
BM-1880, Sht 1/2	Bill-of-Material for 125 Ton HI-TRAC	9
BM-1880, Sht 2/2	Bill-of-Material for 125 Ton HI-TRAC	7
BM-1928, Sht 1/1	Bill-of-Material for 125 Ton HI-TRAC Transfer Lid	10
BM-2145 Sht 1/2	Bill-of-Material for 100 Ton HI-TRAC	6
BM-2145 Sht 2/2	Bill-of-Material for 100 Ton HI-TRAC	5
BM-2152 Sht 1/1	Bill-of-Material for 100 Ton HI-TRAC Transfer Lid	8
3768	125 Ton HI-TRAC 125D Assembly	7
4116	HI-STORM 100S Version B	10

1.6 REFERENCES

[1.0.1] 10CFR Part 72, "Licensing Requirements for the Storage of Spent Fuel in an Independent Spent Fuel Storage Installation", Title 10 of the Code of Federal Regulations, 1998 Edition, Office of the Federal Register, Washington, D.C.

[1.0.2] Regulatory Guide 3.61 (Task CE306-4) "Standard Format for a Topical Safety Analysis Report for a Spent Fuel Storage Cask", USNRC, February 1989.

[1.0.3] NUREG-1536, "Standard Review Plan for Dry Cask Storage Systems", U.S. Nuclear Regulatory Commission, January 1997.

[1.0.4] American Concrete Institute, "Code Requirements for Nuclear Safety Related Concrete Structures", ACI 349-85, ACI, Detroit, Michigan.†

[1.0.5] American Concrete Institute, "Building Code Requirements for Structural Concrete", ACI 318-95, ACI, Detroit, Michigan.

[1.0.6] "Spent Nuclear Fuel Effective Thermal Conductivity Report," U.S. Department of Energy Document Identifier BBA000000-01717-5705-00010, Rev. 00, Tables S-1 through S-4.

[1.1.1] ASME Boiler & Pressure Vessel Code, Section III, Subsection NB, American Society of Mechanical Engineers, 1995 with Addenda through 1997.

[1.1.2] USNRC Docket No. 72-1008, Final Safety Analysis Report for the (Holtec International Storage, Transport, and Repository) HI-STAR System, latest revision.

[1.1.3] USNRC Docket No. 71-9261, Safety Analysis Report for Packaging for the (Holtec International Storage, Transport, and Repository) HI-STAR System, latest revision.

[1.1.4] 10CFR Part 50, "Domestic Licensing of Production and Utilization Facilities", Title 10 of the Code of Federal Regulations, 1998 Edition, Office of the Federal Register, Washington, D.C.

[1.1.5] Deleted.

[1.2.1] U.S. NRC Information Notice 96-34, "Hydrogen Gas Ignition During Closure Welding of a VSC-24 Multi-Assembly Sealed Basket".

† The 1997 edition of ACI-349 is specified for ~~ISFSI pad and~~ embedment design for deployment of the anchored HI-STORM 100A and HI-STORM 100SA.

[1.2.2] Directory of Nuclear Reactors, Vol. II, Research, Test & Experimental Reactors, International Atomic Energy Agency, Vienna, 1959.

[1.2.3] V.L. McKinney and T. Rockwell III, "Boral: A New Thermal-Neutron Shield", USAEC Report AECD-3625, August 29, 1949.

[1.2.4] Reactor Shielding Design Manual, USAEC Report TID-7004, March 1956.

[1.2.5] "Safety Analysis Report for the NAC Storable Transport Cask", Revision 8, September 1994, Nuclear Assurance Corporation (USNRC Docket No. 71-9235).

[1.2.6] Deleted.

[1.2.7] Materials Handbook, 13th Edition, Brady, G.S. and H.R. Clauser, McGraw-Hill, 1991, Page 310.

[1.2.8] Deleted.

[1.2.9] ANSI N14.6-1993, "American National Standard for Special Lifting Devices for Shipping Containers Weighing 10,000 Pounds (4500 kg) or More for Nuclear Materials," American National Standards Institute, June, 1993.

[1.2.10] Deleted.

[1.2.11] "Qualification of METAMIC® for Spent Fuel Storage Application," EPRI, 1003137, Final Report, October 2001.

[1.2.12] "Safety Evaluation by the Office of Nuclear Reactor Regulation Related to Holtec International Report HI-2022871 Regarding Use of Metamic in Fuel Pool Applications," Facility Operating License Nos. DPR-51 and NPF-6, Entergy Operations, Inc., Docket No. 50-313 and 50-368, USNRC, June 2003.

[1.2.13] "Metamic 6061+40% Boron Carbide Metal Matrix Composite Test", California Consolidated Tech. Inc. Report dated August 21, 2001 to NAC International.

[1.2.14] "Recommendations for Preparing the Criticality Safety Evaluation for Transportation Packages," NUREG/CR-5661, USNRC, Dyer and Parks, ORNL.

APPENDIX 1.C: MISCELLANEOUS MATERIAL DATA
~~**(Total of 2 Pages Including This Page)**~~

~~The information provided in this appendix specifies the paint properties and demonstrates their suitability for use in spent nuclear fuel storage casks.~~

Thermaline 450 or equivalent is specified to coat the *HI-STORM* overpack to the maximum extent practical and the inner cavity of the HI-TRAC transfer cask. Carboline 890 or equivalent is specified to coat external surfaces of the HI-TRAC transfer cask. The paints are suitable for the design temperatures (see Table 2.2.3) and the environment.

APPENDIX 1.D: Requirements on HI-STORM 100 Shielding Concrete

1.D.1 Introduction

The HI-STORM 100 overpack utilizes plain concrete for neutron and gamma shielding. Thus, the primary function of the concrete placed in the overpack is to provide neutron and gamma attenuation. Plain concrete used in the HI-STORM overpack provides only a compressive strength structural function due to the fact that both the primary and secondary load bearing members of the overpack are made of carbon steel. While most of the shielding concrete used in the HI-STORM 100 overpack is installed in the annulus between the concentric structural shells, smaller quantities of concrete are also present in the pedestal shield and the overpack lid. Because plain concrete has little ability to withstand tensile stresses, but is competent in withstanding compressive and bearing loads, the design of the HI-STORM 100 overpack places no reliance on the tension-competence of the shielding concrete.

During normal operations of the HI-STORM, the stresses in the concrete continuum are negligible, arising solely from its self-weight. ACI 318*.1*-*89(92)*~~95~~ provides formulas for permissible compressive and bearing stresses in plain concrete, which incorporate a penalty over the corresponding permissible values in reinforced concrete. The formulas for permissible compressive and bearing stresses set forth in ACI 318*.1*-*89(92)*~~95~~ are used in calculations supporting this FSAR in load cases involving compression or bearing loads on the overpack concrete. However, since ACI 318~~-95~~ is intended for commercial applications and the overpack concrete is designated as an ITS Category B material, it is appropriate to invoke applicable provisions of ACI 349-85 (which is sanctioned by NUREG-1536) for all requirements except for the allowable stress formulas (which do not exist in ACI 349) and load combinations to ensure that all "critical characteristics" of the concrete, as defined herein, are fully satisfied. During normal storage operations, the overpack concrete is completely enclosed by the overpack steel structure, protecting it from the deleterious effects of direct exposure to the environment, typical of most concrete structures governed by these ACI codes.

The "critical characteristics" of the plain concrete in the HI-STORM overpack are: (i) its density and (ii) its compressive strength (at 28 days of curing). This appendix provides the complete set of criteria applicable to the plain concrete in the HI-STORM 100 overpack.

1.D.2 Design Requirements

The primary function of the plain concrete is to provide neutron and gamma shielding. As plain concrete is a competent structural member in compression, the plain concrete's effect on the performance of the HI-STORM overpack under compression loadings is considered and modeled in the structural analyses, as necessary. The formulas for permissible compressive and bearing stresses set forth in ACI 318*.1*-*89(92)*~~95~~ are used. However, as plain concrete has very limited capabilities in tension, no tensile strength is allotted to the concrete.

The steel structure of the HI-STORM overpack provides the strength to meet all load combinations specified in Chapters 2 and 3, due to the fact that both the primary and secondary load bearing members (as defined in NF-1215 of the ASME Code, Section III) of the HI-STORM overpack are made from carbon steel. Credit for the structural strength of the plain concrete is only taken to enhance the compressive load carrying capability of the concrete in calculations appropriate to handling and transfer operations, and to demonstrate that the HI-STORM 100 System continues to provide functional performance in a post-accident environment. Therefore, the load combinations provided in ACI 349 and NUREG-1536, Table 3-1 are not applicable to the plain concrete in the HI-STORM overpack.

The shielding performance of the plain concrete is maintained by ensuring that the minimum concrete density is met during construction and the allowable concrete temperature limits are not exceeded. The thermal analyses for normal and off-normal conditions demonstrate that the plain concrete does not exceed the allowable long term temperature limit provided in Table 1.D.1. Under accident conditions, the bulk of the plain concrete in the HI-STORM overpack does not exceed the allowable short term temperature limit provided in Table 1.D.1. Any portion of the plain concrete, which exceeds the short-term temperature limit under accident conditions is neglected in the post-accident shielding analysis and in any post-accident structural analysis.

1.D.2.1 Test Results to Support Normal Condition Temperature Limit

Note 3 to Table 1.D.1 references Paragraph A.4.3 of ACI-349, which requires that normal condition temperatures in excess of 150°F bulk and 200°F local must be supported by test data to demonstrate that strength reductions are acceptable and that concrete deterioration does not occur. Such data are described and discussed in this subsection.

With respect to concrete compressive strength at bulk temperatures up to 300°F, test studies for elevated temperatures were performed by Carette and Malhorta [1.D.1] that examined conditions very similar to those of the HI-STORM concrete. Their tests were performed on 4” diameter by 8” long test cylinders. The test condition most closely matching the HI-STORM concrete was: 0.6 water-to-cement ratio, limestone aggregate and 300°F for four months. While the HI-STORM storage period is much greater than 4 months, the investigators state “any major strength loss is found to occur within the first month of exposure.” The four-month compressive strength for these conditions was actually determined to be greater than the nominal concrete strengths despite the elevated temperatures. This is attributable to the increase in compressive strength that accompanies concrete aging, which more than offsets the temperature effects.

With respect to concrete shielding performance at local temperatures above 300°F, a report by Schneider and Horvath [1.D.2] examined weight loss of concrete at elevated temperatures. Tests were performed on 12mm diameter by 40 mm long test cylinders in an apparatus called a thermobalance. A variety of aggregates (i.e., quartz, limestone and basalt) were tested. The test results indicate a worst-case weight loss of ~~0.424%~~*0.666%* from 300°F to *390*~~365~~°F for quartz aggregates. This maximum level of weight loss would reduce the concrete density from 2.*24*~~35~~ gm/cc to 2.*225*~~34~~ gm/cc. If the entire weight loss is attributed to water loss, the corresponding

limiting reduction in hydrogen content is from 0.6% to ~~0.555%~~*0.529%*. As discussed in Section 5.3.2, such reductions are negligible with respect to shielding performance.

1.D.3 Material Requirements

Table 1.D.1 provides the material limitations and requirements applicable to the overpack plain concrete. These requirements, drawn from ACI 349-85 and supplemented by the provisions of NUREG 1536 (page 3-21), are intended to ensure that the "critical characteristics" of the concrete placed in the HI-STORM overpack comply with the requirements of this Appendix and standard good practice. Two different minimum concrete densities are specified for the overpack concrete, based on the presence or absence of the steel shield shell. The steel shield shell was deleted from the overpack design after the construction of overpack serial number 1024-7.

ACI 349 was developed to govern the design and construction of steel reinforced concrete structures for the entire array of nuclear power plant applications, except for concrete reactor vessels and containment structures. Therefore, ACI 349 contains many requirements not germane to the plain concrete installed in and completely enclosed by the steel HI-STORM overpack structure. For example, the overpack concrete is not exposed to the environment, so provisions in the standard for protecting concrete from the environment would not be applicable to the concrete contained in the overpack.

In accordance with the requirement in Section 3.3 of Appendix B of the HI-STORM 100 CoC, Section 1.D.4, Table 1.D.1 and Table 1.D.2 were developed using the guidance of ACI 349-85, to the extent it needs to be applied to the unique application of placing unreinforced concrete inside the steel enclosure of the HI-STORM overpack. Other concrete standards were used, as appropriate, to provide the controls necessary to assure that the critical characteristics of the overpack concrete will be achieved and that the concrete will perform its design function.

1.D.4 Construction Requirements

The HI-STORM 100 overpack is composed of a steel structure that houses plain concrete. The steel structure acts as the framework for the pouring of the concrete. The steel structure defines the dimensions of the concrete, which ensures that the required thickness of concrete is provided. The fabrication sequence for the HI-STORM 100 overpack as it pertains to the concrete is provided below.

The steel structure of the HI-STORM 100 overpack body is assembled at a qualified steel fabrication facility. The design of the steel weldment incorporates access to the annulus formed by the overpack inner and outer shells as well as the MPC pedestal to allow placement of concrete. The steel structure of the overpack body is transported to the reactor site or a nearby concrete placement facility.

Once the steel structure of the body is received, the body will be inspected to ensure the steel structure meets the requirements of Sections 5.1 and 6.1 of ACI 349. The concrete shall be mixed, conveyed, and deposited in accordance with the guidance in Table 1.D.1. Sufficient rigidity in the

steel structure overpack body is provided such that all the concrete may be placed in a single pour into each of the four segments formed by the inner shell, outer shell, and radial plates. If more than one pour is performed, the requirements of Section 6.4 of ACI 349 must be met for construction joints.

Mixing and placing of the concrete shall follow the guidance of ACI 349-85, Sections 5.6 and 5.7 for cold and hot weather conditions, respectively. Consolidation of the plain concrete shall be performed in accordance with portions of ACI 309-87, as delineated in Table 1.D.1. As no reinforcement is placed in the concrete, the possibility of voids is greatly diminished. Curing of the concrete shall be in accordance with Section 5.5 of ACI 349. Water curing or accelerated curing using sealing materials methods may be used as described in ACI 308-92, Standard Practice for Curing Concrete. This would include the use of either a plastic film or a curing compound.

Non-shrink grout shall be applied as necessary to account for any major deviations in concrete elevation. To fabricate the overpack lid an identical process is followed.

Table 1.D.1 provides the construction limitations and requirements applicable to the overpack plain concrete. These requirements are drawn from ACI 349-85.

1.D.5 Testing Requirements

Table 1.D.2 provides the testing requirements applicable to the overpack plain concrete. These requirements are derived from ACI 349-85 and are implemented as appropriate, to ensure that the critical characteristics of the plain concrete placed in the HI-STORM overpack are consistent with the safety analyses documented in the FSAR.

1.D.6 References

[1.D.1] Carette and Malhorta, “Performance of Dolostone and Limestone Concretes at Sustained High Temperatures,” Temperature Effects on Concrete, ASTM STP 858.

[1.D.2] Schneider and Horvath, “Behaviour of Ordinary Concrete at High Temperature,” Vienna Technical University – Institute for Building Materials and Fire Protection, Research Report Volume 9.

Table 1.D.1
Requirements for Plain Concrete

ITEM	APPLICABLE LIMIT OR REFERENCE
Density in overpack body (Minimum) (see Table 3.2.1 for information on maximum concrete density)	*140 lb/ft³* ~~146 lb/ft³ (HI-STORM 100 up to Serial Number (S/N) 7), 155 lb/ft³ (S/N 8 and higher)~~
Density in lid and pedestal (Minimum) (See Table 3.2.1 for information on maximum concrete density)	~~146~~*140* lb/ft³ (HI-STORM 100S Version B does not have a concrete-filled pedestal)
Specified Compressive Strength	3,300 psi (min.)
Compressive and Bearing Stress Limit	Per ACI 318*.1*-*89(92)*~~95~~
Cement Type and Mill Test Report	Type II; Section 3.2 (ASTM C 150 or ASTM C595)
Aggregate Type	Section 3.3.1, 3.3.2, and 3.3.3 (including ASTM C33 (Note 2)
Nominal Maximum Aggregate Size	1-1/2 (inch)
Water Quality	Per Section 3.4
Material Testing	Per Section 3.1.1 and 3.1.3 (Note 4)
Admixtures	Per Section 3.6.1, 3.6.2, 3.6.5, and 3.6.6
Maximum Water to Cement Ratio	0.5 (Table 4.5.2)
Maximum Water Soluble Chloride Ion Cl in Concrete	1.00 percent by weight of cement (Table 4.5.4) (See Table 1.D.2, Note 1)
Concrete Quality	Per Sections 4.1, 4.2, and 4.6 of ACI 349 (Note 5)
Mixing and Placing	Per Chapter 5 of ACI 349 (Note 6)
Consolidation	Per Sections 5.1, 5.2, and 7.1 of ACI 309-87
Quality Assurance	Per Holtec Quality Assurance Manual, 10 CFR Part 72, Appendix G commitments
Through-Thickness Section Average† Temperature Limit Under Long Term Conditions	300°F (See Note 3)
Through-Thickness Section Average† Temperature Limit Under Short Term Conditions	350°F (Appendix A, Paragraph A.4.2)
Aggregate Maximum Value†† of Coefficient of Thermal Expansion (tangent in the range of 70°F to 100°F)	6E-06 inch/inch/°F (NUREG-1536, 3.V.2.b.i.(2)(c)2.b)

† The through-thickness section average is the same quantity as that defined in Paragraph A.4.3 of Appendix A to ACI 349 as the mean temperature distribution. A formula for determining this value, consistent with the inner and outer surface averaging used in this FSAR, is presented in Figure A-1 of the commentary on ACI 349. Use of this quantity as an acceptance criterion is, therefore, in accordance with the governing ACI code.

†† The following aggregate types are a priori acceptable: limestone, marble, basalt, granite, gabbro, or rhyolite. The thermal expansion coefficient limit does not apply when these aggregates are used. Careful consideration shall be given to the potential of long-term degradation of concrete due to chemical reactions between the aggregate and cement selected for HI-STORM overpack concrete.

Table 1.D.1 (continued)
Requirements for Plain Concrete

Notes:

1. All section and table references are to ACI 349-85.

2. The coarse aggregate shall meet the requirements of ASTM C33 for class designation 1S from Table 3. However, if the requirements of ASTM C33 cannot be met, concrete aggregates that have been shown by special tests or actual service to produce concrete of adequate strength, unit weight, and durability meeting the requirements of Tables 1.D.1 and 1.D.2 are acceptable in accordance with ACI 349 Section 3.3.2. The high-density coarse aggregate percentage of Material Finer Than No. 200 Sieve may be increased to 10 % if the material is essentially free of clay or shale.

3. The 300^{o}F long term temperature limit is specified in accordance with Paragraph A.4.3 of Appendix A to ACI 349 for normal conditions considering the very low maximum stresses calculated and discussed in Section 3.4 of this FSAR for normal conditions. In accordance with this paragraph of the governing code, the specified concrete compressive strength is supported by test data and the concrete is shown not to deteriorate, as evidenced by a lack of reduction in concrete density or durability.

4. Tests of materials and concrete shall be made in accordance with standards of the American Society for Testing and Materials (ASTM) as specified here, to ensure that the critical characteristics for the HI-STORM concrete are achieved. ASTM Standards to be used include: C 31-96, C 33-82, C 39-96, C 88-76, C 131-81, C 138-92, C 143-98, C 150-97, C 172-90, C 192-95, C 494-92, C 637-73. More recent approved editions of the referenced standards may be used.

5. Sections 4.3 and 4.4 of ACI 349 may be used for guidance in proportioning concrete trial mixes. Deviations from these sections may be taken provided an acceptable concrete mix design meeting the critical characteristics as specified in this appendix are achieved. Samples taken for strength tests from a concrete pump truck may be obtained from a single representative sample taken from the approximate middle of the concrete truck during discharge.

6. Water and admixtures may be added at the job site to bring both the slump and wet unit weight of the concrete within the mix design limits. Water or admixtures shall not be added to the concrete after placement activities have started. The tolerance for individual and combined aggregate weights in the concrete batch may be outside of tolerances specified in ASTM C94, provided that the wet unit weight of the concrete is tested prior to placement and confirmed to be within the approved range.

Table 1.D.2: Testing Requirements for Plain Concrete

TEST	SPECIFICATION
Compression Test	ASTM C31, ASTM C39, ASTM C192
Unit Weight (Density)	ASTM C138
Maximum Water Soluble Chloride Ion Concentration	Federal Highway Administration Report FHWA-RD-77-85, “Sampling and Testing for Chloride Ion in Concrete” (Note 1)

Notes:

1. If the concrete or concrete aggregates are suspected of containing excessive amounts of chlorides, they will be tested to ensure that their contribution will not cause the water-soluble chloride concentration to exceed the required maximum. Factors to be considered will consist of the source of the aggregates (proximity to a salt water source, brackish area, etc.) and service history of the concrete made from aggregates originating from the same source. No specific tests are required unless the aggregates or water source are suspected of containing an excessive concentration of chloride ions.

CHAPTER 2†: PRINCIPAL DESIGN CRITERIA

This chapter contains a compilation of design criteria applicable to the HI-STORM 100 System. The loadings and conditions prescribed herein for the MPC, particularly those pertaining to mechanical accidents, are far more severe in most cases than those required for 10CFR72 compliance. The MPC is designed to be in compliance with both 10CFR72 and 10CFR71 and therefore certain design criteria are overly conservative for storage. This chapter sets forth the loading conditions and relevant acceptance criteria; it does not provide results of any analyses. The analyses and results carried out to demonstrate compliance with the design criteria are presented in the subsequent chapters of this report.

This chapter is in full compliance with NUREG-1536, except for the exceptions and clarifications provided in Table 1.0.3. Table 1.0.3 provides the NUREG-1536 review guidance, the justification for the exception or clarification, and the Holtec approach to meet the intent of the NUREG-1536 guidance.

2.0 PRINCIPAL DESIGN CRITERIA

The design criteria for the MPC, HI-STORM overpack, and HI-TRAC transfer cask are summarized in Tables 2.0.1, 2.0.2, and 2.0.3, respectively, and described in the sections that follow.

2.0.1 MPC Design Criteria

General

The MPC is designed for 40 years of service, while satisfying the requirements of 10CFR72. The adequacy of the MPC design for the design life is discussed in Section 3.4.12.

Structural

The MPC is classified as important to safety. The MPC structural components include the internal fuel basket and the enclosure vessel. The fuel basket is designed and fabricated as a core support structure, in accordance with the applicable requirements of Section III, Subsection NG of the ASME Code, with certain NRC-approved alternatives, as discussed in Section 2.2.4. The enclosure vessel is designed and fabricated as a Class 1 component pressure vessel in accordance with Section III, Subsection NB of the ASME Code, with certain NRC-approved alternatives, as discussed in Section 2.2.4. The principal exception is the MPC lid, vent and drain port cover plates, and closure ring welds to the MPC lid and shell, as discussed in Section 2.2.4. In addition, the threaded holes in

† This chapter has been prepared in the format and section organization set forth in Regulatory Guide 3.61. However, the material content of this chapter also fulfills the requirements of NUREG-1536. Pagination and numbering of sections, figures, and tables are consistent with the convention set down in Chapter 1, Section 1.0, herein. Finally, all terms-of-art used in this chapter are consistent with the terminology of the glossary (Table 1.0.1) and component nomenclature of the Bill-of-Materials (Section 1.5).

the MPC lid are designed in accordance with the requirements of ANSI N14.6 for critical lifts to facilitate vertical MPC transfer.

The MPC closure welds are partial penetration welds that are structurally qualified by analysis, as presented in Chapter 3. The MPC lid and closure ring welds are inspected by performing a liquid penetrant examination of the root pass and/or final weld surface (if more than one weld pass was required), in accordance with the drawings contained in Section 1.5. The integrity of the MPC lid weld is further verified by performing a volumetric (or multi-layer liquid penetrant) examination, and a Code pressure test.

The structural analysis of the MPC, in conjunction with the redundant closures and nondestructive examination, pressure testing, and helium leak testing (performed during MPC fabrication), provides assurance of canister closure integrity in lieu of the specific weld joint requirements of Section III, Subsection NB.

Compliance with the ASME Code as it is applied to the design and fabrication of the MPC and the associated justification are discussed in Section 2.2.4. The MPC is designed for all design basis normal, off-normal, and postulated accident conditions, as defined in Section 2.2. These design loadings include postulated drop accidents while in the cavity of the HI-STORM overpack or the HI-TRAC transfer cask. The load combinations for which the MPC is designed are defined in Section 2.2.7. The maximum allowable weight and dimensions of a fuel assembly to be stored in the MPC are limited in accordance with Section 2.1.5.

The structural analysis to evaluate the margin against fuel rod damage from buckling under the drop accident scenario remains unchanged considering ISG-11, Revision 3 because no credit for the tensile stresses in the fuel rods due to internal pressure is taken. Because recognition of the state of tensile axial stress in the fuel cladding permitted by ISG-11 Revision 3 increases the resistance under axial buckling, neglecting the internal pressure buckling analysis is conservative. Therefore, compliance with ISG-11 Revision 3 does not have material effect on the structural analyses summarized in Chapter 3 of this FSAR.

<u>Thermal</u>

The design and operation of the HI-STORM 100 System meets the intent of the review guidance contained in ISG-11, Revision 3 [2.0.8]. Specifically, the ISG-11 provisions that are explicitly invoked and satisfied are:

i. The thermal acceptance criteria for all commercial spent fuel (CSF) authorized by the USNRC for operation in a commercial reactor are unified into one set of requirements.

ii. The maximum value of the *calculated* temperature for all CSF (including ZR and stainless steel fuel cladding materials) under long-term normal conditions of storage must remain below 400ºC (752ºF). For short-term operations, including canister drying, helium backfill, and on-site cask transport operations, the fuel cladding temperature must not exceed 400ºC (752ºF) for high burnup fuel and 570ºC (1058ºF) for moderate burnup fuel.

iii. The maximum fuel cladding temperature as a result of an off-normal or accident event must not exceed 570ºC (1058ºF).

iv. For High Burnup Fuel (HBF), operating restrictions are imposed to limit the maximum temperature excursion during short-term operations to 65ºC (117ºF).

To achieve compliance with the above criteria, certain design and operational changes are necessary, as summarized below.

i. The peak fuel cladding temperature limit (PCT) for long term storage operations and short term operations is generally set at 400ºC (752ºF). However, for MPCs containing all moderate burnup fuel, the fuel cladding temperature limit for short-term operations is set at 570ºC (1058ºF) because fuel cladding stress is shown to be less than approximately 90 MPa per Reference [2.0.9]. Appropriate analyses have been performed as discussed in Chapter 4 and operating restrictions added to ensure these limits are met (see Section 4.5).

ii. For MPCs containing at least one high burnup fuel (HBF) assembly, the forced helium dehydration (FHD) method of MPC cavity drying must be used to meet the normal operations PCT limit and satisfy the 65ºC temperature excursion criterion for HBF.

iii. The off-normal and accident condition PCT limit remains unchanged (1058ºF).

iv. For high burnup fuel *above a threshold heat load*, the Supplemental Cooling System (SCS) is required to ensure fuel cladding temperatures remain below the applicable temperature limit (see Section 4.5). The design criteria for the SCS are provided in Appendix 2.C.

The MPC cavity is dried using either a vacuum drying system, or a forced helium dehydration system (see Appendix 2.B). The MPC is backfilled with 99.995% pure helium in accordance with the limits in Table 1.2.2 during canister sealing operations to promote heat transfer and prevent cladding degradation.

The *normal condition* design temperatures for the structural steel components of the MPC are based on the temperature limits provided in ASME Section II, Part D, tables referenced in ASME Section III, Subsection NB and NG, for those load conditions under which material properties are relied on for a structural load combination. The specific design temperatures for the components of the MPC are provided in Table 2.2.3.

The MPCs are designed for a bounding thermal source term, as described in Section 2.1.6. The maximum allowable fuel assembly heat load for each MPC is limited as specified in Section 2.1.9.

Each MPC model, except MPC-68F, allows for two fuel loading strategies. The first is uniform fuel loading, wherein any authorized fuel assembly may be stored in any fuel storage location *up to a maximum specific heat emission rate*, subject to other restrictions, such as location requirements for damaged fuel containers (DFCs) and fuel with integral non-fuel hardware (e.g., *APSR*~~control rod~~

~~assemblies~~s). The second is regionalized fuel loading, wherein the basket is segregated into two regions. ~~. Region 1 is the inner region where fuel assemblies with higher heat emission rates may be stored and Region 2 is the outer region where fuel assemblies with lower heat emission rates are stored.~~ Regionalized loading allows for storage of fuel assemblies with higher heat emission rates ~~(in Region 1)~~ than would otherwise be authorized for~~ loading under a~~ uniform loading~~ strategy~~. Regionalized loading strategies must also comply with other requirements, such as those for DFCs and non-fuel hardware. Specific fuel assembly cooling time, burnup, and decay heat limits for regionalized loading are presented in Section 2.1.9. The two fuel loading regions are defined by fuel storage location number in Table 2.1.*27*~~13~~ (refer to Figures 1.2.2 through 1.2.4). For MPC-68F, only uniform loading is permitted.

Shielding

The allowable doses for an ISFSI using the HI-STORM 100 System are delineated in 10CFR72.104 and 72.106. Compliance with these regulations for any particular array of casks at an ISFSI is necessarily site-specific and is to be demonstrated by the licensee, as discussed in Chapters 5 and 12. Compliance with these regulations for a single cask and several representative cask arrays is demonstrated in Chapters 5 and 10.

The MPC provides axial shielding at the top and bottom ends to maintain occupational exposures ALARA during canister closure and handling operations. The occupational doses are controlled in accordance with plant-specific procedures and ALARA requirements (discussed in Chapter 10).

The MPCs are designed for design basis fuel as described in Sections 2.1.7 and 5.2. The radiological source term for the MPCs is limited based on the burnup and cooling times specified in Section 2.1.9. Calculated dose rates for each MPC are provided in Section 5.1. These dose rates are used to perform an occupational exposure evaluation, as discussed in Chapter 10.

Criticality

The MPCs provide criticality control for all design basis normal, off-normal, and postulated accident conditions, as discussed in Section 6.1. The effective neutron multiplication factor is limited to k_{eff} < 0.95 for fresh unirradiated fuel with optimum water moderation and close reflection, including all biases, uncertainties, and MPC manufacturing tolerances.

Criticality control is maintained by the geometric spacing of the fuel assemblies, fixed borated neutron absorbing materials incorporated into the fuel basket assembly, and, for certain MPC models, soluble boron in the MPC water. The minimum specified boron concentration verified during neutron absorber manufacture is further reduced by 25% for criticality analysis for Boral-equipped MPCs and by 10% for METAMIC®-equipped MPCs. No credit is taken for burnup. The maximum allowable initial enrichment for fuel assemblies to be stored in each MPC is limited. Enrichment limits and soluble boron concentration requirements are delineated in Section 2.1.9 consistent with the criticality analysis described in Chapter 6.

Confinement

The MPC provides for confinement of all radioactive materials for all design basis normal, off-normal, and postulated accident conditions. As discussed in Section 7.1, the Holtec MPC design meets the guidance in Interim Staff Guidance 18 to classify confinement boundary leakage as non-credible. Therefore, no confinement dose analysis is performed. The confinement function of the MPC is verified through pressure testing, helium leak testing and weld examinations performed in accordance with the acceptance test program in Chapter 9.

Operations

There are no radioactive effluents that result from storage or transfer operations. Effluents generated during MPC loading are handled by the plant's radwaste system and procedures.

Generic operating procedures for the HI-STORM 100 System are provided in Chapter 8. Detailed operating procedures will be developed by the licensee based on Chapter 8, site-specific requirements that comply with the 10CFR50 Technical Specifications for the plant, and the HI-STORM 100 System CoC.

Acceptance Tests and Maintenance

The fabrication acceptance basis and maintenance program to be applied to the MPCs are described in Chapter 9. The operational controls and limits to be applied to the MPCs are discussed in Chapter 12. Application of these requirements will assure that the MPC is fabricated, operated, and maintained in a manner that satisfies the design criteria defined in this chapter.

Decommissioning

The MPCs are designed to be transportable in the HI-STAR overpack and are not required to be unloaded prior to shipment off-site. Decommissioning of the HI-STORM 100 System is addressed in Section 2.4.

2.0.2 HI-STORM Overpack Design Criteria

General

The HI-STORM overpack is designed for 40 years of service, while satisfying the requirements of 10CFR72. The adequacy of the overpack design for the design life is discussed in Section 3.4.11.

Structural

The HI-STORM overpack includes both concrete and structural steel components that are classified as important to safety.

The concrete material is defined as important to safety because of its importance to the shielding analysis. The primary function of the HI-STORM overpack concrete is shielding of the gamma and neutron radiation emitted by the spent nuclear fuel.

Unlike other concrete storage casks, the HI-STORM overpack concrete is enclosed in steel inner and outer shells connected to each other by four radial ribs, and top and bottom plates. Where typical concrete storage casks are reinforced by rebar, the HI-STORM overpack is supported by the inner and outer shells connected by four ribs. As the HI-STORM overpack concrete is not reinforced, the structural analysis of the overpack only credits the compressive strength of the concrete. Providing further conservatism, the structural analyses for normal conditions demonstrate that the allowable stress limits of the structural steel are met even with no credit for the strength of the concrete. During accident conditions (e.g., tornado missile, tip-over, end drop, and earthquake), only the compressive strength of the concrete is accounted for in the analysis to provide an appropriate simulation of the accident condition. Where applicable, the compressive strength of the concrete is calculated in accordance with *ACI-318.1-89 (92)*~~ACI 318-95~~ [2.0.1].

In recognition of the conservative assessment of the HI-STORM overpack concrete strength and the primary function of the concrete being shielding, the applicable requirements of ACI-349 [2.0.2] are invoked in the design and construction of the HI-STORM overpack concrete as clarified in Appendix 1.D.

Steel components of the storage overpack are designed and fabricated in accordance with the requirements of ASME Code, Section III, Subsection NF for Class 3 plate and shell components with certain NRC-approved alternatives.

The overpack is designed for all normal, off-normal, and design basis accident condition loadings, as defined in Section 2.2. At a minimum, the overpack must protect the MPC from deformation, provide continued adequate performance, and allow the retrieval of the MPC under all conditions. These design loadings include a postulated drop accident from the maximum allowable handling height, consistent with the analysis described in Section 3.4.9. The load combinations for which the overpack is designed are defined in Section 2.2.7. The physical characteristics of the MPCs for which the overpack is designed are defined in Chapter 1.

<u>Thermal</u>

The allowable long-term through-thickness section average temperature limit for the overpack concrete is established in accordance with Paragraph A.4.3 of Appendix A to ACI 349, which allows the use of elevated temperature limits if test data supporting the compressive strength is available and an evaluation to show no concrete deterioration provided. Appendix 1.D specifies the cement and aggregate requirements to allow the utilization of the 300^{o}F temperature limit. For short term conditions the through-thickness section average concrete temperature limit of 350^{o}F is specified in accordance with Paragraph A.4.2 of Appendix A to ACI 349. The allowable temperatures for the structural steel components are based on the maximum temperature for which material properties and allowable stresses are provided in Section II of the ASME Code. The specific allowable temperatures for the structural steel components of the overpack are provided in Table 2.2.3.

The overpack is designed for extreme cold conditions, as discussed in Section 2.2.2.2. The structural steel materials used for the storage cask that are susceptible to brittle fracture are discussed in Section 3.1.2.3.

The overpack is designed for the maximum allowable heat load for steady-state normal conditions, in accordance with Section 2.1.6. The thermal characteristics of the MPCs for which the overpack is designed are defined in Chapter 4.

Shielding

The off-site dose for normal operating conditions *to a real individual beyond*~~at~~ the controlled area boundary is limited by 10CFR72.104(a) to a maximum of 25 mrem/year whole body, 75 mrem/year thyroid, and 25 mrem/year for other critical organs, including contributions from all nuclear fuel cycle operations. Since these limits are dependent on plant operations as well as site-specific conditions (e.g., the ISFSI design and proximity to the controlled area boundary, and the number and arrangement of loaded storage casks on the ISFSI pad), the determination and comparison of ISFSI doses to this limit are necessarily site-specific. Dose rates for a single cask and a range of typical ISFSIs using the HI-STORM 100 System are provided in Chapter 5. The determination of site-specific ISFSI dose rates at the site boundary and demonstration of compliance with regulatory limits is to be performed by the licensee in accordance with 10CFR72.212.

The overpack is designed to limit the calculated surface dose rates on the cask for all MPCs as defined in Section 2.3.5. The overpack is also designed to maintain occupational exposures ALARA during MPC transfer operations, in accordance with 10CFR20. The calculated overpack dose rates are determined in Section 5.1. These dose rates are used to perform a generic occupational exposure estimate for MPC transfer operations and a dose assessment for a typical ISFSI, as described in Chapter 10.

Confinement

The overpack does not perform any confinement function. Confinement during storage is provided by the MPC and is addressed in Chapter 7. The overpack provides physical protection and biological shielding for the MPC confinement boundary during MPC dry storage operations.

Operations

There are no radioactive effluents that result from MPC transfer or storage operations using the overpack. Effluents generated during MPC loading and closure operations are handled by the plant's radwaste system and procedures under the licensee's 10CFR50 license.

Generic operating procedures for the HI-STORM 100 System are provided in Chapter 8. The licensee is required to develop detailed operating procedures based on Chapter 8, site-specific conditions and requirements that also comply with the applicable 10CFR50 technical specification requirements for the site, and the HI-STORM 100 System CoC.

Acceptance Tests and Maintenance

The fabrication acceptance basis and maintenance program to be applied to the overpack are described in Chapter 9. The operational controls and limits to be applied to the overpack are contained in Chapter 12. Application of these requirements will assure that the overpack is fabricated, operated, and maintained in a manner that satisfies the design criteria defined in this chapter.

Decommissioning

Decommissioning considerations for the HI-STORM 100 System, including the overpack, are addressed in Section 2.4.

2.0.3 HI-TRAC Transfer Cask Design Criteria

General

The HI-TRAC transfer cask is designed for 40 years of service, while satisfying the requirements of 10CFR72. The adequacy of the HI-TRAC design for the design life is discussed in Section 3.4.11.

Structural

The HI-TRAC transfer cask includes both structural and non-structural biological shielding components that are classified as important to safety. The structural steel components of the HI-TRAC, with the exception of the lifting trunnions, are designed and fabricated in accordance with the applicable requirements of Section III, Subsection NF, of the ASME Code with certain NRC-approved alternatives, as discussed in Section 2.2.4. The lifting trunnions and associated attachments are designed in accordance with the requirements of NUREG-0612 and ANSI N14.6 for non-redundant lifting devices.

The HI-TRAC transfer cask is designed for all normal, off-normal, and design basis accident condition loadings, as defined in Section 2.2. At a minimum, the HI-TRAC transfer cask must protect the MPC from deformation, provide continued adequate performance, and allow the retrieval of the MPC under all conditions. These design loadings include a side drop from the maximum allowable handling height, consistent with the technical specifications. The load combinations for which the HI-TRAC is designed are defined in Section 2.2.7. The physical characteristics of each MPC for which the HI-TRAC is designed are defined in Chapter 1.

Thermal

The allowable temperatures for the HI-TRAC transfer cask structural steel components are based on the maximum temperature for material properties and allowable stress values provided in Section II of the ASME Code. The top lid*s* of the ~~HI-TRAC 100 and~~ HI-TRAC 125 *and 125D* incorporate Holtite-A shielding material. This material has a maximum allowable temperature in accordance

with the manufacturer's test data. The specific allowable temperatures for the structural steel and shielding components of the HI-TRAC are provided in Table 2.2.3. The HI-TRAC is designed for off-normal environmental cold conditions, as discussed in Section 2.2.2.2. The structural steel materials susceptible to brittle fracture are discussed in Section 3.1.2.3.

The HI-TRAC is designed for the maximum heat load analyzed for storage operations. When the MPC contains any high burnup fuel assemblies *and has a decay heat load above a threshold value*, the Supplemental Cooling System (SCS) will be required for certain time periods while the MPC is inside the HI-TRAC transfer cask (see Section 4.5). The design criteria for the SCS are provided in Appendix 2.C. The HI-TRAC water jacket maximum allowable temperature is a function of the internal pressure. To preclude over pressurization of the water jacket due to boiling of the neutron shield liquid (water), the maximum temperature of the water is limited to less than the saturation temperature at the shell design pressure. In addition, the water is precluded from freezing during off-normal cold conditions by limiting the minimum allowable temperature and adding ethylene glycol. The thermal characteristics of the fuel for each MPC for which the transfer cask is designed are defined in Section 2.1.6. The working area ambient temperature limit for loading operations is limited in accordance with the design criteria established for the transfer cask.

Shielding

The HI-TRAC transfer cask provides shielding to maintain occupational exposures ALARA in accordance with 10CFR20, while also maintaining the maximum load on the plant's crane hook to below either 125 tons or 100 tons, or less, depending on whether the *HI-TRAC 125 or* ~~125-ton or 100-ton~~ HI-TRAC *100* transfer cask is utilized. The HI-TRAC calculated dose rates are reported in Section 5.1. These dose rates are used to perform a generic occupational exposure estimate for MPC loading, closure, and transfer operations, as described in Chapter 10. A postulated HI-TRAC accident condition, which includes the loss of the liquid neutron shield (water), is also evaluated in Section 5.1.2. In addition, HI-TRAC dose rates are controlled in accordance with plant-specific procedures and ALARA requirements (discussed in Chapter 10).

The HI-TRAC 125 and 125D provide better shielding than the 100 ton HI-TRAC. Provided the licensee is capable of utilizing the 125 ton HI-TRAC, ALARA considerations would normally dictate that the 125 ton HI-TRAC should be used. However, sites may not be capable of utilizing the 125 ton HI-TRAC due to crane capacity limitations, floor loading limits, or other site-specific considerations. As with other dose reduction-based plant activities, individual users who cannot accommodate the 125 ton HI-TRAC should perform a cost-benefit analysis of the actions (e.g., modifications) which would be necessary to use the 125 ton HI-TRAC. The cost of the action(s) would be weighed against the value of the projected reduction in radiation exposure and a decision made based on each plant’s particular ALARA implementation philosophy.

The HI-TRAC provides a means to isolate the annular area between the MPC outer surface and the HI-TRAC inner surface to minimize the potential for surface contamination of the MPC by spent fuel pool water during wet loading operations. The HI-TRAC surfaces expected to require decontamination are coated. The maximum permissible surface contamination for the HI-TRAC is in

accordance with plant-specific procedures and ALARA requirements (discussed in Chapter 10).

Confinement

The HI-TRAC transfer cask does not perform any confinement function. Confinement during MPC transfer operations is provided by the MPC, and is addressed in Chapter 7. The HI-TRAC provides physical protection and biological shielding for the MPC confinement boundary during MPC closure and transfer operations.

Operations

There are no radioactive effluents that result from MPC transfer operations using HI-TRAC. Effluents generated during MPC loading and closure operations are handled by the plant's radwaste system and procedures.

Generic operating procedures for the HI-STORM 100 System are provided in Chapter 8. The licensee will develop detailed operating procedures based on Chapter 8, plant-specific requirements including the Part 50 Technical Specifications, and the HI-STORM 100 System CoC.

Acceptance Tests and Maintenance

The fabrication acceptance basis and maintenance program to be applied to the HI-TRAC Transfer Cask are described in Chapter 9. The operational controls and limits to be applied to the HI-TRAC are contained in Chapter 12. Application of these requirements will assure that the HI-TRAC is fabricated, operated, and maintained in a manner that satisfies the design criteria defined in this chapter.

Decommissioning

Decommissioning considerations for the HI-STORM 100 Systems, including the HI-TRAC Transfer Cask, are addressed in Section 2.4.

2.0.4 Principal Design Criteria for the ISFSI Pad

2.0.4.1 Design and Construction Criteria

In compliance with 10CFR72, Subpart F, “General Design Criteria”, the HI-STORM 100 cask system is classified as “important-to-safety” (ITS). This final safety analysis report (FSAR) explicitly recognizes the HI-STORM 100 System as an assemblage of equipment containing numerous ITS components. The reinforced concrete pad on which the cask is situated, however, is designated as a non-ITS structure. This is principally because, in most cases, cask systems for storing spent nuclear fuel on reinforced concrete pads are installed as free-standing structures. The lack of a physical connection between the cask and the pad permits the latter to be designated as not important-to-safety.

However, if the ZPAs at the surface of an ISFSI pad exceed the threshold limit for free-standing HI-STORM installation set forth in this FSAR, then the cask must be installed in an anchored configuration (HI-STORM 100A).

In contrast to an ISFSI containing free-standing casks, a constrained-cask installation relies on the structural capacity of the pad to ensure structural safety. The Part 72 regulations require consideration of natural phenomenon in the design. Since an ISFSI pad in an anchored cask installation participates in maintaining the stability of the cask during “natural phenomena” on the cask and pad, it is an ITS structure. The procedure suggested in Regulatory Guide 7.10 [2.0.4] and the associated NUREG [2.0.5] indicates that an ISFSI pad used to secure anchored casks should be classified as a Category C ITS structure.

Because tipover of a cask installed in an anchored configuration is not feasible, the pad does not need to be engineered to accommodate this non-mechanistic event. However, the permissible carry height for a loaded HI-STORM 100A overpack must be established for the specific ISFSI pad using the methodology described in this FSAR, if the load handling device is not designed in accordance with ANSI N 14.6 and does not have redundant drop protection design features. These requirements are specified in the CoC. However, to serve as an effective and reliable anchor, the pad must be made appropriately stiff and suitably secured to preclude pad uplift during a seismic event.

Because the geological conditions vary widely across the United States, it is not possible to, a’priori, define the detailed design of the pad. Accordingly, in this FSAR, the limiting requirements on the design and installation of the pad are provided. The user of the HI-STORM 100A System bears the responsibility to ensure that all requirements on the pad set forth in this FSAR are fulfilled by the pad design. Specifically, the ISFSI owner must ensure that:

- The pad design complies with the structural provisions of this report. In particular, the requirements of ACI-349-97 [2.0.2] with respect to embedments must be assured.

- The material of construction of the pad (viz., the additives used in the pad concrete), and the attachment system are compatible with the ambient environment at the ISFSI site.

- The pad is designed and constructed in accordance with a Part 72, Subpart G-compliant QA program.

- The design and manufacturing of the cask attachment system are consistent with the provisions of this report.

- Evaluations are performed (e.g., per 72.212) to demonstrate that the seismic and other inertial loadings at the site are enveloped by the respective bounding loadings defined in this report.

A complete listing of design and construction requirements for an ISFSI pad on which an anchored HI-STORM 100A will be deployed is provided in Appendix 2.A. A sample embedment design is

depicted in Figure 2.A.1.

2.0.4.2 Applicable Codes

Factored load combinations for ISFSI pad design are provided in NUREG-1536 [2.1.5], which is consistent with ACI-349-85. The factored loads applicable to the pad design consist of dead weight of the cask, thermal gradient loads, impact loads arising from handling and accident events, external missiles, and bounding environmental phenomena (such as earthquakes, wind, tornado, and flood). Codes ACI 360R-92, “Design of Slabs on Grade”; ACI 302.1R, “Guide for Concrete Floor and Slab Construction”; and ACI 224R-90, “Control of Cracking in Concrete Structures” should be used in the design and construction of the concrete pad, as applicable. The embedment design for the HI-STORM 100A (and 100SA) are the responsibility of the ISFSI owner and shall comply with Appendix B to ACI-349-97 as described in Appendix 2.A. A later Code edition may be used provided a written reconciliation is performed.

The factored load combinations presented in Table 3-1 of NUREG 1536 are reduced in the following to a bounding set of load combinations that are applied to demonstrate adherence to its acceptance criteria.

a. Definitions

D = dead load including the loading due to pre-stress in the anchor studs
L = live load
W = wind load
W_t = tornado load
T = thermal load
F = hydrological load
E = DBE seismic load
A = accident load
H = lateral soil pressure
T_a = accident thermal load
U_c= reinforced concrete available strength

Note that in the context of a complete ISFSI design, the DBE seismic load includes both the inertia load on the pad due to its self mass plus the interface loads transmitted to the pad to resist the inertia loads on the cask due to the loaded cask self mass. It is only these interface loads that are provided herein for possible use in the ISFSI structural analyses. The inertia load associated with the seismic excitation of the self mass of the slab needs to be considered in the ISFSI owner’s assessment of overall ISFSI system stability in the presence of large uplift, overturning, and sliding forces at the base of the ISFSI pad. Such considerations are site specific and thus beyond the purview of this document.

b. Load Combinations for the Concrete Pad

The notation and acceptance criteria of NUREG-1536 apply.

Normal Events

$U_c > 1.4D + 1.7L$

$U_c > 1.4D + 1.7 (L+H)$

Off-Normal Events

$U_c > 1.05D + 1.275 (L+H+T)$
$U_c > 1.05D + 1.275 (L+H+T+W)$

Accident-Level Events

$U_c > D+L+H+T+F$
$U_c > D+L+H+T_a$
$U_c > D+L+H+T+E$
$U_c > D+L+H+T+W_t$
$U_c > D+L+H+T+A$

In all of the above load combinations, the loaded cask weight is considered as a live load L on the pad. The structural analyses presented in Chapter 3 provide the interface loads contributing to "E", "F" and "W_t", which, for high-seismic sites, are the most significant loadings. The above set of load combinations can be reduced to a more limited set by recognizing that the thermal loads acting on the ISFSI slab are small because of the low decay heat loads from the cask. In addition, standard construction practices for slabs serve to ensure that extreme fluctuations in environmental temperatures are accommodated without extraordinary design measures. Therefore, all thermal loads are eliminated in the above combinations. Likewise, lateral soil pressure load "H" will also be bounded by "F" (hydrological) and "E" (earthquake) loads. Accident loads "A", resulting from a tipover, have no significance for an anchored cask. The following three load combinations are therefore deemed sufficient for structural qualification of the ISFSI slab supporting an anchored cask system.

Normal Events

$U_c > 1.4D + 1.7 (L)$

Off-Normal Events

$U_c > 1.05D + 1.275 (L+F)$

Accident-Level Events

$U_c > D+L+E \text{ (or } W_t)$

c. Load Combination for the Anchor Studs

The attachment bolts are considered to be governed by the ASME Code, Section III, Subsection NF and Appendix F [2.0.7]. Therefore, applicable load combinations and allowable stress limits for the attachment bolts are as follows:

Event Class and Load Combination	Governing ASME Code Section III Article for Stress Limits
Normal Events D	 NF-3322.1, 3324.6
Off-Normal Events D+F	 NF-3322.1, 3324.6 with all stress limits increased by 1.33
Accident-Level Events D+E and D+W_t	 Appendix F, Section F-1334, 1335

2.0.4.3 Limiting Design Parameters

Since the loaded HI-STORM overpack will be carried over the pad, the permissible lift height for the cask must be determined site-specifically to ensure the integrity of the storage system in the event of a handling accident (uncontrolled lowering of the load). To determine the acceptable lift height, it is necessary to set down the limiting ISFSI design parameters. The limiting design parameters for an anchored cask ISFSI pad and the anchor studs, as applicable, are tabulated in Table 2.0.4. The design of steel embedments in reinforced concrete structures is governed by Appendix B of ACI-349-97. Section B.5 in that appendix states that "anchorage design shall be controlled by the strength of embedment steel…". Therefore, limits on the strength of embedment steel and on the anchor studs must be set down not only for the purposes of quantifying structural margins for the design basis load combinations, but also for the use of the ISFSI pad designer to establish the appropriate embedment anchorage in the ISFSI pad.The anchored cask pad design parameters presented in Table 2.0.4 allow for a much stiffer pad than the pad for free-standing HI-STORMs (Table 2.2.9). This increased stiffness has the effect of reducing the allowable lift height. However, a lift height for a loaded HI-STORM 100 cask (free-standing or anchored) is not required to be established if the cask is being lifted with a lift device designed in accordance with ANSI N14.6 having redundant drop protection design features.

In summary, the requirements for the ISFSI pad for free-standing and anchored HI-STORM deployment are similar with a few differences. Table 2.0.5 summarizes their commonality and differences in a succinct manner with the basis for the difference fully explained.

2.0.4.4 Anchored Cask/ISFSI Interface

The contact surface between the baseplate of overpack and the top surface of the ISFSI pad defines the structural interface between the HI-STORM overpack and the ISFSI pad. When HI-STORM is deployed in an anchored configuration, the structural interface also includes the surface where the nuts on the anchor studs bear upon the sector lugs on the overpack baseplate. The anchor studs and their fastening arrangements into the ISFSI pad are outside of the structural boundary of the storage cask. While the details of the ISFSI pad design for the anchored configuration, like that for the free-standing geometry, must be custom engineered for each site, certain design and acceptance criteria are specified herein (Appendix 2.A) to ensure that the design and construction of the pad fully comports with the structural requirements of the HI-STORM System.

Table 2.0.1
MPC DESIGN CRITERIA SUMMARY

Type	Criteria	Basis	FSAR Reference
Design Life:			
Design	40 yrs.	-	Table 1.2.2
License	20 yrs.	10CFR72.42(a) and 10CFR72.236(g)	-
Structural:			
Design Codes:			
Enclosure Vessel	ASME Code, Section III, Subsection NB	10CFR72.24(c)(4)	Section 2.0.1
Fuel Basket	ASME Code, Section III, Subsection NG for core supports (NG-1121)	10CFR72.24(c)(4)	Section 2.0.1
MPC Fuel Basket Supports (Angled Plates)	ASME Code, Section III, Subsection NG for internal structures (NG-1122)	10CFR72.24(c)(4)	Section 2.0.1
MPC Lifting Points	ANSI N14.6/NUREG-0612	10CFR72.24(c)(4)	Section 1.2.1.4
Dead Weights†:			
Max. Loaded Canister (dry)	90,000 lb.	R.G. 3.61	Table 3.2.1
Empty Canister (dry)	42,000 lb. (MPC-24) 45,000 lb. (MPC-24E/EF) 39,000 lb. (MPC-68/68F/68FF) 36,000 lb. (MPC-32)	R.G. 3.61	Table 3.2.1
Design Cavity Pressures:			
Normal:	100 psig	ANSI/ANS 57.9	Section 2.2.1.3
Off-Normal:	110 psig	ANSI/ANS 57.9	Section 2.2.2.1
Accident (Internal)	200 psig	ANSI/ANS 57.9	Section 2.2.3.8

† Weights listed in this table are bounding weights. Actual weights will be less, and will vary based on as-built dimensions of the components, fuel type, and the presence of fuel spacers and non-fuel hardware.

Table 2.0.1 (continued)
MPC DESIGN CRITERIA SUMMARY

Type	Criteria	Basis	FSAR Reference
Accident (External)	60 psig	ANSI/ANS 57.9	Sections 2.2.3.6 and 2.2.3.10
Response and Degradation Limits	SNF assemblies confined in dry, inert environment	10CFR72.122(h)(l)	Section 2.0.1
Thermal:			
Maximum Design Temperatures:			
Structural Materials:			
Stainless Steel (Normal)	725^{o} F	ASME Code Section II, Part D	Table 2.2.3
Stainless Steel (Accident)	~~950°~~ *1200°* F	*See Subsection 2.2.2.3* ~~ASME Code Section II, Part D~~	Table 2.2.3
Neutron Poison:			
Neutron Absorber (normal)	800^{o} F	See Table 4.3.1 and S*ubs*ection 1.2.1.3.1	Table 2.2.3
Neutron Absorber (accident)	~~950°~~ *1000°* F	See Table 4.3.1 and S*ubs*ection 1.2.1.3.1	Table 2.2.3
Canister Drying	$\leq$ 3 torr for $\geq$ 30 minutes (VDS) $\leq 21^{o}$F exiting the demoisturizer for $\geq$ 30 minutes or a dew point of the MPC exit gas $\leq 22.9^{o}$F for $\geq$ 30 minutes(FHD)	NUREG-1536, ISG-11, Rev. 3	Section 4.5, Appendix 2.B
Canister Backfill Gas	Helium	-	Section 4.4
Canister Backfill	Varies (see Table 1.2.2)	Thermal Analysis	Section 4. 4
Fuel cladding temperature limit for long term storage conditions	752 ^{o}F (400 ^{o}C)	ISG-11, Rev. 3	Section 4.3

Table 2.0.1 (continued)
MPC DESIGN CRITERIA SUMMARY

Type	Criteria	Basis	FSAR Reference
Fuel cladding temperature limit for normal short-term operating conditions (e.g., MPC drying and onsite transport)	752 °F (400 °C), except certain MPCs containing all moderate burnup fuel (MBF) may use 1058°F (570°C) for normal short-term operating conditions	ISG-11, Rev. 3	Sections 4.3 and 4.5
Fuel cladding temperature limit for Off-Normal and Accident Events	1058° F (570 °C)	ISG-11, Rev. 3	Sections 2.0.1 and 4.3
Insolation	Protected by overpack or HI-TRAC	-	Section 4.3
Confinement:		10CFR72.128(a)(3) and 10CFR72.236(d) and (e)	
Closure Welds:			
Shell Seams and Shell-to-Baseplate	Full Penetration	-	Section 1.5 and Table 9.1.4
MPC Lid	Multi-pass Partial Penetration	10CFR72.236(e)	Section 1.5 and Table 9.1.4
MPC Closure Ring	Partial Penetration		
Port Covers	Partial Penetration		
NDE:			
Shell Seams and Shell-to-Baseplate	100% RT or UT	-	Table 9.1.4
MPC Lid	Root Pass and Final Surface 100% PT; Volumetric Inspection or 100% Surface PT each 3/8" of weld depth	-	Chapter 8 and Table 9.1.4
Closure Ring	Root Pass (if more than one pass is required) and Final Surface 100% PT	-	Chapter 8 and Table 9.1.4
Port Covers	Root Pass (if more than one pass is required) and Final Surface 100% PT	-	Chapter 8 and Table 9.1.4

Table 2.0.1 (continued)
MPC DESIGN CRITERIA SUMMARY

Type	**Criteria**	**Basis**	**FSAR Reference**
Leak Testing:			
Welds Tested	*MPC port covers to lid*	-	Section 9.1
Medium	Helium	-	Section 9.1
Max. Leak Rate	*"leaktight" per ANSI 14.5-1997*	-	Section 9.1
Monitoring System	None	10CFR72.128(a)(1)	Section 2.3.2.1
Pressure Testing:			
Minimum Test Pressure	125 psig (hydrostatic) 120 psig (pneumatic)	-	Sections 8.1 and 9.1
Welds Tested	MPC Lid-to-Shell, MPC Shell seams, MPC Shell-to-Baseplate	-	Sections 8.1 and 9.1
Medium	Water or helium	-	Section 8.1 and Chapter 9
Retrievability:			
Normal and Off-normal:	No Encroachment on Fuel Assemblies or Exceeding Fuel Assembly Deceleration Limits	10CFR72.122(f),(h)(1), & (l)	Sections 3.4, 3.5, and 3.1.2
Post (design basis) Accident			
Criticality:		10CFR72.124 & 10CFR72.236(c)	
Method of Control	Fixed Borated Neutron Absorber, Geometry, and Soluble Boron	-	Section 2.3.4
Min. ^{10}B Loading (Boral/METAMIC®)	0.0267/0.0223 g/cm^2 (MPC-24) 0.0372/0.0310 g/cm^2 (MPC-68, MPC-68FF, MPC-24E, MPC-24EF, MPC-32 and MPC-32F) 0.01 g/cm^2 (MPC-68F)	-	Sections 2.1.8 and 6.1
Minimum Soluble Boron	Varies (see Tables 2.1.14 and 2.1.16)	Criticality Analysis	Sections 2.1.9 and 6.1
Max. k_{eff}	0.95	-	Sections 6.1 and 2.3.4
Min. Burnup	0.0 GWd/MTU (fresh fuel)	-	Section 6.1

Table 2.0.1 (continued)
MPC DESIGN CRITERIA SUMMARY

Type	Criteria	Basis	FSAR Reference
Radiation Protection/Shielding:		10CFR72.126, & 10CFR72.128(a)(2)	
MPC: (normal/off-normal/accident)			
MPC Closure	ALARA	10CFR20	Sections 10.1, 10.2, & 10.3
MPC Transfer	ALARA	10CFR20	Sections 10.1, 10.2, & 10.3
Exterior of Shielding: (normal/off-normal/accident)			
Transfer Mode Position	See Table 2.0.3	10CFR20	Section 5.1.1
ISFSI Controlled Area Boundary	See Table 2.0.2	10CFR72.104 & 10CFR72.106	Section 5.1.1 and Chapter 10
Design Bases:		10CFR72.236(a)	
Spent Fuel Specification:			
Assemblies/Canister	Up to 24 (MPC-24, MPC-24E & MPC-24EF) Up to 32 (MPC-32 and MPC-32F) Up to 68 (MPC-68, MPC-68F, & MPC-68FF)	-	Table 1.2.1 and Section 2.1.9
Type of Cladding	ZR and Stainless Steel	-	Section 2.1.9
Fuel Condition	Intact, Damaged, and Debris	-	Sections 2.1.2, 2.1.3, and 2.1.9
PWR Fuel Assemblies:			
Type/Configuration	Various	-	Section 2.1.9
Max. Burnup	68,200 MWD/MTU	-	Sections 2.1.9 and 6.2

Table 2.0.1 (continued)
MPC DESIGN CRITERIA SUMMARY

Type	Criteria	Basis	FSAR Reference
Max. Enrichment	Varies by fuel design	-	Table 2.1.3 and Section 2.1.9
Max. Decay Heat/ MPC†:	~~28.74~~*36.9* kW	-	Section 4.4
Minimum Cooling Time:	3 years (Intact ZR Clad Fuel) 8 years (Intact SS Clad Fuel)	-	Section 2.19
Max. Fuel Assembly Weight: (including non-fuel hardware and DFC, as applicable)	*1,720 lb. for fuel assemblies that do not require fuel spacers, otherwise* 1,680 lb.	-	Section 2.1.9
Max. Fuel Assembly Length: (Unirradiated Nominal)	176.8 in.	-	Section 2.1.9
Max. Fuel Assembly Width (Unirradiated Nominal)	8.54 in.	-	Section 2.1.9
BWR Fuel Assemblies:			
Type	Various	-	Sections 2.1.9 and 6.2
Max. Burnup	65,000 MWD/MTU	-	Section 2.1.9
Max. Enrichment	Varies by fuel design	-	Section 2.1.9, Table 2.1.4
Max. Decay Heat/ MPC†:	~~28.19~~*36.9* kW	-	Section 4.4
Minimum Cooling Time:	3 years (Intact ZR Clad Fuel) 8 years (Intact SS Clad Fuel)		Section 2.1.9
Max. Fuel Assembly Weight:			
w/channels and DFC, as applicable	~~700 lb.~~ *730 lb.*	-	Section 2.1.9
Max. Fuel Assembly Length (Unirradiated Nominal)	176.5in.	-	Section 2.1.9
Max. Fuel Assembly Width (Unirradiated Nominal)	5.85 in.	-	Section 2.1.9
Normal Design Event Conditions:		10CFR72.122(b)(1)	
Ambient Temperatures	See Tables 2.0.2 and 2.0.3	ANSI/ANS 57.9	Section 2.2.1.4

† Section 2.1.9.1 describes the decay heat limits per assembly

† Section 2.1.9.1 describes the decay heat limits per assembly.

Table 2.0.1 (continued)
MPC DESIGN CRITERIA SUMMARY

Type	Criteria	Basis	FSAR Reference
Handling:			Section 2.2.1.2
Handling Loads	115% of Dead Weight	CMAA #70	Section 2.2.1.2
Lifting Attachment Acceptance Criteria	1/10 Ultimate 1/6 Yield	NUREG-0612 ANSI N14.6	Section 3.4.3
Attachment/Component Interface Acceptance Criteria	1/3 Yield	Regulatory Guide 3.61	Section 3.4.3
Away from Attachment Acceptance Criteria	ASME Code Level A	ASME Code	Section 3.4.3
Wet/Dry Loading	Wet or Dry	-	Section 1.2.2.2
Transfer Orientation	Vertical	-	Section 1.2.2.2
Storage Orientation	Vertical	-	Section 1.2.2.2
Fuel Rod Rupture Releases:			
Source Term Release Fraction	1%	NUREG-1536	Sections 2.2.1.3
Fill Gases	100%	NUREG-1536	Sections 2.2.1.3
Fission Gases	30%	NUREG-1536	Sections 2.2.1.3
Snow and Ice	Protected by Overpack	ASCE 7-88	Section 2.2.1.6
Off-Normal Design Event Conditions:		10CFR72.122(b)(1)	
Ambient Temperature	See Tables 2.0.2 and 2.0.3	ANSI/ANS 57.9	Section 2.2.2.2
Leakage of One Seal	N/A	ISG-18	Sections 2.2.2.4 and 7.1
Partial Blockage of Overpack Air Inlets	~~Two~~ *50% of* Air Inlets Blocked	-	Section 2.2.2.5
Source Term Release Fraction:			
Fuel Rod Failures	10%	NUREG-1536	Sections 2.2.2.1
Fill Gases	100%	NUREG-1536	Sections 2.2.2.1
Fission Gases	30%	NUREG-1536	Sections 2.2.2.1
Design-Basis (Postulated) Accident Design Events and Conditions:		10CFR72.24(d)(2) & 10CFR72.94	
Tip Over	See Table 2.0.2	-	Section 2.2.3.2

Table 2.0.1 (continued)
MPC DESIGN CRITERIA SUMMARY

Type	Criteria	Basis	FSAR Reference
End Drop	See Table 2.0.2	-	Section 2.2.3.1
Side Drop	See Table 2.0.3	-	Section 2.2.3.1
Fire	See Tables 2.0.2 and 2.0.3	10CFR72.122(c)	Section 2.2.3.3
Fuel Rod Rupture Releases:			
Fuel Rod Failures (including non-fuel hardware)	100%	NUREG-1536	Sections 2.2.3.8
Fill Gases	100%	NUREG-1536	Sections 2.2.3.8
Fission Gases	30%	NUREG-1536	Sections 2.2.3.8
Particulates & Volatiles	See Table 7.3.1	-	Sections 2.2.3.9
Confinement Boundary Leakage	None	ISG-18 */ ANSI N14.5*	Sections 2.2.3.9 and 7.1
Explosive Overpressure	60 psig (external)	10CFR72.122(c)	Section 2.2.3.10
Airflow Blockage:			
Vent Blockage	100% of Overpack Air Inlets Blocked	10CFR72.128(a)(4)	Section 2.2.3.13
Partial Blockage of MPC Basket Vent Holes	Crud Depth (Table 2.2.8)	ESEERCO Project EP91-29	Section 2.2.3.4
Design Basis Natural Phenomenon Design Events and Conditions:		10CFR72.92 & 10CFR72.122(b)(2)	
Flood Water Depth	125 ft.	ANSI/ANS 57.9	Section 2.2.3.6
Seismic	See Table 2.0.2	10CFR72.102(f)	Section 2.2.3.7
Wind	Protected by Overpack	ASCE-7-88	Section 2.2.3.5
Tornado & Missiles	Protected by Overpack	RG 1.76 & NUREG-0800	Section 2.2.3.5
Burial Under Debris	Maximum Decay Heat Load	-	Section 2.2.3.12
Lightning	See Table 2.0.2	NFPA 78	Section 2.2.3.11
Extreme Environmental Temperature	See Table 2.0.2	-	Section 2.2.3.14

Table 2.0.2
HI-STORM OVERPACK DESIGN CRITERIA SUMMARY

Type	Criteria	Basis	FSAR Reference
Design Life:			
Design	40 yrs.	-	Section 2.0.2
License	20 yrs.	10CFR72.42(a) & 10CFR72.236(g)	
Structural:			
Design & Fabrication Codes:			
Concrete			
Design	ACI 349 as clarified in Appendix 1.D	10CFR72.24(c)(4)	Section 2.0.2 and Appendix 1.D
Fabrication	ACI 349 as clarified in Appendix 1.D	10CFR72.24(c)(4)	Section 2.0.2 and Appendix 1.D
Compressive Strength	*ACI 318.1-89 (92)*~~ACI 318-95~~ as clarified in Appendix 1.D	10CFR72.24(c)(4)	Section 2.0.2 and Appendix 1.D
Structural Steel			
Design	ASME Code Section III, Subsection NF	10CFR72.24(c)(4)	Section 2.0.2
Fabrication	ASME Code Section III, Subsection NF	10CFR72.24(c)(4)	Section 2.0.2
Dead Weights†:			
Max. Loaded MPC (Dry)	90,000 lb. (MPC- 32)	R.G. 3.61	Table 3.2.1
Max. Empty Overpack Assembled with Top Lid (150 pcf concrete/200pcf concrete)	270,000/320,000 lb.	R.G. 3.61	Table 3.2.1
Max. MPC/Overpack (150 pcf concrete/200pcf concrete)	360,000/410,000 lb.	R.G. 3.61	Table 3.2.1
Design Cavity Pressures	N/A	-	Section 2.2.1.3
Response and Degradation Limits	Protect MPC from deformation	10CFR72.122(b) 10CFR72.122(c)	Sections 2.0.2 and 3.1

† Weights listed in this table are bounding weights. Actual weights will be less, and will vary based on as-built dimensions of the components, fuel type, and the presence of fuel spacers and non-fuel hardware, as applicable.

Table 2.0.2 (continued)
HI-STORM 100 OVERPACK DESIGN CRITERIA SUMMARY

Type	Criteria	Basis	FSAR Reference
	Continued adequate performance of overpack	10CFR72.122(b) 10CFR72.122(c)	
	Retrieval of MPC	10CFR72.122(l)	
Thermal:			
Maximum Design Temperatures:			
Concrete			
Through-Thickness Section Average (Normal)	300° F	ACI 349, Appendix A (Paragraph A.4.3)	Section 2.0.2, and Tables 1.D.1 and 2.2.3
Through-Thickness Section Average (Off-*N*~~n~~ormal and Accident)	350° F	ACI 349 Appendix A (Paragraph A.4.2)	Section 2.0.2, and Tables 1.D.1 and 2.2.3
Steel Structure (other than lid top and bottom plates) Lid Top and Bottom Plates	350° F 450°F	ASME Code Section II, Part D	Table 2.2.3
Insolation:	Averaged Over 24 Hours	10CFR71.71	Section 4.4.1.1.8
Confinement:	None	10CFR72.128(a)(3) & 10CFR72.236(d) & (e)	N/A
Retrievability:			
Normal and Off-normal	No damage that precludes Retrieval of MPC or Exceeding Fuel Assembly Deceleration Limits	10CFR72.122(f),(h)(1), & (l)	Sections 3.5 and 3.4
Accident			Sections 3.5 and 3.4
Criticality:	Protection of MPC and Fuel Assemblies	10CFR72.124 & 10CFR72.236(c)	Section 6.1
Radiation Protection/Shielding:		10CFR72.126 & 10CFR72.128(a)(2)	
Overpack (Normal/Off-normal/Accident)			
Surface	ALARA	10CFR20	Chapters 5 and 10
Position	ALARA	10CFR20	Chapters 5 and 10

Table 2.0.2 (continued)
HI-STORM 100 OVERPACK DESIGN CRITERIA SUMMARY

Type	Criteria	Basis	FSAR Reference
Beyond Controlled Area During Normal Operation and Anticipated Occurrences	25 mrem/yr. to whole body 75 mrem/yr. to thyroid 25 mrem/yr. to any critical organ	10CFR72.104	Sections 5.1.1, 7.2, and 10.1
At Controlled Area Boundary from Design Basis Accident	5 rem TEDE or sum of DDE and CDE to any individual organ or tissue (other than lens of eye) $\leq$ 50 rem. 15 rem lens dose. 50 rem shallow dose to skin or extremity.	10CFR72.106	Sections 5.1.2, 7.3, and 10.1
Design Bases:			
Spent Fuel Specification	See Table 2.0.1	10CFR72.236(a)	Section 2.1.9
Normal Design Event Conditions:		10CFR72.122(b)(1)	
Ambient Outside Temperatures:			
Max. Yearly Average	80^{o} F	ANSI/ANS 57.9	Section 2.2.1.4
Live Load†:		ANSI/ANS 57.9	-
Loaded Transfer Cask (max.)	250,000 lb. (HI-TRAC 125 w/transfer lid)	R.G. 3.61	Table 3.2.4 Section 2.2.1.2
Dry Loaded MPC (max.)	90,000 lb.	R.G. 3.61	Table 3.2.1 and Section 2.2.1.2
Handling:			Section 2.2.1.2
Handling Loads	115% of Dead Weight	CMAA #70	Section 2.2.1.2
Lifting Attachment Acceptance Criteria	1/10 Ultimate 1/6 Yield	NUREG-0612 ANSI N14.6	Section 3.4.3
Attachment/Component Interface Acceptance Criteria	1/3 Yield	Regulatory Guide 3.61	Section 3.4.3
Away from Attachment	ASME Code	ASME Code	Section 3.4.3

† Weights listed in this table are bounding weights. Actual weights will be less, and will vary based on as-built dimensions of the components, fuel type, and the presence of fuel spacers and non-fuel hardware, as applicable.

Table 2.0.2 (continued)
HI-STORM 100 OVERPACK DESIGN CRITERIA SUMMARY

Type	Criteria	Basis	FSAR Reference
Acceptance Criteria	Level A		
Minimum Temperature During Handling Operations	0^{o} F	ANSI/ANS 57.9	Section 2.2.1.2
Snow and Ice Load	100 lb./ft^{2}	ASCE 7-88	Section 2.2.1.6
Wet/Dry Loading	Dry	-	Section 1.2.2.2
Storage Orientation	Vertical	-	Section 1.2.2.2
Off-Normal Design Event Conditions:		10CFR72.122(b)(1)	
Ambient Temperature			
Minimum	-40^{o} F	ANSI/ANS 57.9	Section 2.2.2.2
Maximum	100^{o} F	ANSI/ANS 57.9	Section 2.2.2.2
Partial Blockage of Air Inlets	*50% of* ~~Two~~ Air Inlet ~~Duct~~s Blocked	-	Section 2.2.2.5
Design-Basis (Postulated) Accident Design Events and Conditions:		10CFR72.94	
Drop Cases:			
End	11 in.	-	Section 2.2.3.1
Tip-Over (Not applicable for HI-STORM 100A)	Assumed (Non-mechanistic)	-	Section 2.2.3.2
Fire:			
Duration	217 seconds	10CFR72.122(c)	Section 2.2.3.3
Temperature	1,475^{o} F	10CFR72.122(c)	Section 2.2.3.3
Fuel Rod Rupture	See Table 2.0.1	-	Section 2.2.3.8
Air Flow Blockage:			
Vent Blockage	100% of Air Inlets Blocked	10CFR72.128(a)(4)	Section 2.2.3.13
Ambient Temperature	80^{o} F	10CFR72.128(a)(4)	Section 2.2.3.13
Explosive Overpressure External Differential Pressure	10 psid instantaneous, 5 psid steady state	10 CFR 72.128(a)(4)	Table 2.2.1
Design-Basis Natural Phenomenon Design Events and Conditions:		10CFR72.92 & 10CFR72.122(b)(2)	
Flood			
Height	125 ft.	RG 1.59	Section 2.2.3.6
Velocity	15 ft/sec.	RG 1.59	Section 2.2.3.6

Table 2.0.2 (continued)
HI-STORM 100 OVERPACK DESIGN CRITERIA SUMMARY

Type	Criteria	Basis	FSAR Reference
Seismic			
Max. acceleration at top of ISFSI pad	Free Standing: $G_H + 0.53G_V \leq 0.53$ Anchored: $G_H \leq 2.12$, $G_V \leq 1.5$	10CFR72.102(f)	Section 3.4.7.1 Section 3.4.7.3
Tornado			
Wind			
Max. Wind Speed	360 mph	RG 1.76	Section 2.2.3.5
Pressure Drop	3.0 psi	RG 1.76	Section 2.2.3.5
Missiles			Section 2.2.3.5
Automobile			
Weight	1,800 kg	NUREG-0800	Table 2.2.5
Velocity	126 mph	NUREG-0800	Table 2.2.5
Rigid Solid Steel Cylinder			
Weight	125 kg	NUREG-0800	Table 2.2.5
Velocity	126 mph	NUREG-0800	Table 2.2.5
Diameter	8 in.	NUREG-0800	Table 2.2.5
Steel Sphere			
Weight	0.22 kg	NUREG-0800	Table 2.2.5
Velocity	126 mph	NUREG-0800	Table 2.2.5
Diameter	1 in.	NUREG-0800	Table 2.2.5
Burial Under Debris	Maximum Decay Heat Load	-	Section 2.2.3.12
Lightning	Resistance Heat-Up	NFPA 70 & 78	Section 2.2.3.11
Extreme Environmental Temperature	125^{o} F	-	Section 2.2.3.14
Load Combinations:	See Table 2.2.14 and Table 3.1.5	ANSI/ANS 57.9 and NUREG-1536	Section 2.2.7

TABLE 2.0.3
HI-TRAC TRANSFER CASK DESIGN CRITERIA SUMMARY

Type	Criteria	Basis	FSAR Reference
Design Life:			
Design	40 yrs.	-	Section 2.0.3
License	20 yrs.	10CFR72.42(a) & 10CFR72.236(g)	
Structural:			
Design Codes:			
Structural Steel	ASME Code, Section III, Subsection NF	10CFR72.24(c)(4)	Section 2.0.3
Lifting Trunnions	NUREG-0612 & ANSI N14.6	10CFR72.24(c)(4)	Section 1.2.1.4
Dead Weights†:			
Max. Empty Cask:			
w/top lid and pool lid installed and water jacket filled	143,500 lb. (HI-TRAC 125) 102,000 lb. (HI-TRAC 100) 146,000 lb. (HI-TRAC 125D)	R.G. 3.61	Table 3.2.2
w/top lid and transfer lid installed and water jacket filled (N/A for HI-TRAC 125D)	155,000 lb. (HI-TRAC 125) 111,000 lb. (HI-TRAC 100)	R.G. 3.61	Table 3.2.2
Max. MPC/HI-TRAC with Yoke (in-pool lift):			
Water Jacket Empty	250,000 lb. (HI-TRAC 125 and 125D) 202,000 lb. (HI-TRAC 100)	R.G. 3.61	Table 3.2.4
Design Cavity Pressures:			
HI-TRAC Cavity	Hydrostatic	ANSI/ANS 57.9	Section 2.2.1.3
Water Jacket Cavity	60 psig (internal)	ANSI/ANS 57.9	Section 2.2.1.3
Response and Degradation Limits	Protect MPC from deformation	10CFR72.122(b) 10CFR72.122(c)	Section 2.0.3

† Weights listed in this table are bounding weights. Actual weights will be less, and will vary based on as-built dimensions of the components, fuel type, and the presence of fuel spacers and non-fuel hardware, as applicable.

TABLE 2.0.3 (continued)
HI-TRAC TRANSFER CASK DESIGN CRITERIA SUMMARY

Type	Criteria	Basis	FSAR Reference
	Continued adequate performance of HI-TRAC transfer cask	10CFR72.122(b) 10CFR72.122(c)	
	Retrieval of MPC	10CFR72.122(l)	
Thermal:			
Maximum Design Temperature			
Structural Materials	400° F	ASME Code Section II, Part D	Table 2.2.3
Shielding Materials			
Lead	350° F (max.)		Table 2.2.3
Liquid Neutron Shield	307° F (max.)	-	Table 2.2.3
Solid Neutron Shield	300° F (max.) (long term) 350°F (max.) (short term)	Test Data	Appendix 1.B and Table 2.2.3
Insolation:	Averaged Over 24 Hours	10CFR71.71	Section 4.5.1.1.3
Confinement:	None	10CFR72.128(a)(3) & 10CFR72.236(d) & (e)	N/A
Retrievability:			
Normal and Off-normal	No encroachment on MPC or Exceeding Fuel Assembly Deceleration Limits	10CFR72.122(f),(h)(1), & (l)	Sections 3.5 & 3.4
After Design-basis (Postulated) Accident			Section 3.5 & 3.4
Criticality:	Protection of MPC and Fuel Assemblies	10CFR72.124 & 10CFR72.236(c)	Section 6.1
Radiation Protection/Shielding:		10CFR72.126 & 10CFR72.128(a)(2)	
Transfer Cask (Normal/Off-normal/Accident)			
Surface	ALARA	10CFR20	Chapters 5 and 10
Position	ALARA	10CFR20	Chapters 5 and 10
Design Bases:			
Spent Fuel Specification	See Table 2.0.1	10CFR72.236(a)	Section 2.1
Normal Design Event Conditions:		10CFR72.122(b)(1)	
Ambient Temperatures:	*80 °F*	*ANSI/ANS 57.9*	*Section 2.2.1.4*

TABLE 2.0.3 (continued)
HI-TRAC TRANSFER CASK DESIGN CRITERIA SUMMARY

Type	Criteria	Basis	FSAR Reference
~~Lifetime Average~~	~~100° F~~	~~ANSI/ANS 57.9~~	~~Section 2.2.1.4~~
Live Load†			
Max. Loaded Canister			
Dry	90,000 lb.	R.G. 3.61	Table 3.2.1
Wet (including water in HI-TRAC annulus)	106,570 lb.	R.G. 3.61	Table 3.2.4
Handling:			Section 2.2.1.2
Handling Loads	115% of Dead Weight	CMAA #70	Section 2.2.1.2
Lifting Attachment Acceptance Criteria	1/10 Ultimate 1/6 Yield	NUREG-0612 ANSI N14.6	Section 3.4.3
Attachment/Component Interface Acceptance Criteria	1/3 Yield	Regulatory Guide 3.61	Section 3.4.3
Away from Attachment Acceptance Criteria	ASME Code Level A	ASME Code	Section 3.4.3
Minimum Temperature for Handling Operations	0° F	ANSI/ANS 57.9	Section 2.2.1.2
Wet/Dry Loading	Wet or Dry	-	Section 1.2.2.2
Transfer Orientation	Vertical	-	Section 1.2.2.2
Test Loads:			
Trunnions	300% of vertical design load	NUREG-0612 & ANSI N14.6	Section 9.1.2.1
~~**Off-Normal Design Event Conditions:**~~		~~10CFR72.122(b)(1)~~	
~~Ambient Temperature~~			
~~Minimum~~	~~0° F~~	~~ANSI/ANS 57.9~~	~~Section 2.2.2.2~~
~~Maximum~~	~~100° F~~	~~ANSI/ANS 57.9~~	~~Section 2.2.2.2~~
Design-Basis (Postulated) Accident Design Events and Conditions:		10CFR72.24(d)(2) & 10CFR72.94	
Side Drop	42 in.	-	Section 2.2.3.1

† Weights listed in this table are bounding weights. Actual weights will be less, and will vary based on as-built dimensions of the components, fuel type, and the presence of fuel spacers and non-fuel hardware, as applicable.

TABLE 2.0.3 (continued)
HI-TRAC TRANSFER CASK DESIGN CRITERIA SUMMARY

Type	Criteria	Basis	FSAR Reference
Fire			
Duration	4.8 minutes	10CFR72.122(c)	Section 2.2.3.3
Temperature	1,475° F	10CFR72.122(c)	Section 2.2.3.3
Fuel Rod Rupture	See Table 2.0.1		Section 2.2.3.8
Design-Basis Natural Phenomenon Design Events and Conditions:		10CFR72.92 & 10CFR72.122(b)(2)	
Missiles			Section 2.2.3.5
Automobile			
Weight	1800 kg	NUREG-0800	Table 2.2.5
Velocity	126 mph	NUREG-0800	Table 2.2.5
Rigid Solid Steel Cylinder			
Weight	125 kg	NUREG-0800	Table 2.2.5
Velocity	126 mph	NUREG-0800	Table 2.2.5
Diameter	8 in.	NUREG-0800	Table 2.2.5
Steel Sphere			
Weight	0.22 kg	NUREG-0800	Table 2.2.5
Velocity	126 mph	NUREG-0800	Table 2.2.5
Diameter	1 in.	NUREG-0800	Table 2.2.5
Load Combinations:	See Table 2.2.14 and Table 3.1.5	ANSI/ANS-57.9 & NUREG-1536	Section 2.2.7

TABLE 2.0.4
LIMITING DESIGN PARAMETERS FOR ISFSI PADS AND ANCHOR STUDS FOR HI-STORM 100A

Item	Maximum Permitted Value†	Minimum Permitted Value
ISFSI PAD		
Pad Thickness	---	48 inches
Subgrade Young's Modulus from Static Tests (needed if pad is not founded on rock)	---	10,000 psi
Concrete compressive strength at 28 days	---	4,000 psi
ANCHOR STUDS		
Yield Strength at Ambient Temperature	None	80,000 psi
Ultimate Strength at Ambient Temperature	None	125,000 psi
Initial Stud Tension	65 ksi	55 ksi

† Pad and anchor stud parameters to be determined site-specifically, except where noted.

TABLE 2.0.5

ISFSI PAD REQUIREMENTS FOR FREE-STANDING AND ANCHORED HI-STORM INSTALLATION

Item	Free-Standing	Anchored	Comments
1. Interface between cask and ISFSI	Contact surface between cask and top surface of ISFSI pad	Same as free-standing with the addition of the bearing surface between the anchor stud nut and the overpack baseplate. (The interface between the anchor stud and the anchor receptacle is at the applicable threaded or bearing surface).	All components below the top surface of the ISFSI pad and in contact with the pad concrete are part of the pad design. A non-integral component such as the anchor stud is not part of the embedment even though it may be put in place when the ISFSI pad is formed. The embedment for the load transfer from the anchor studs to the concrete ISFSI pad shall be exclusively cast-in-place.
2. Applicable ACI Code	At the discretion of the ISFSI owner. ACI-318 and ACI-349 are available candidate codes.	ACI-349-97. A later edition of this Code may be used if a written reconciliation is performed.	ACI-349-97 recognizes increased structural role of the ISFSI pad in an anchored cask storage configuration and imposes requirements on embedment design.
3. Limitations on the pad design parameters	Per Table 2.2.9	Per Table 2.0.4	In free-standing cask storage, the non-mechanistic tipover requirement limits the stiffness of the pad. In the anchored storage configuration, increased pad stiffness is permitted; however, the permissible HI-STORM carry height is reduced.
4. HI-STORM Carry Height	11 inches (for ISFSI pad parameter Set A or Set B) or, otherwise, site-specific. Not applicable if the cask is lifted with a device designed in accordance with ANSI N14.6 and having redundant drop protection features.	Determined site-specifically. Not applicable if the cask is lifted with a device designed in accordance with ANSI N14.6 and having redundant drop protection features.	Appendix 3.A provides the technical basis for free-standing installation. Depending on the final ISFSI pad configuration (thickness, concrete strength, subgrade,etc.), and the method of transport, an allowable carry height may need to be established.

TABLE 2.0.5 (continued)
ISFSI PAD REQUIREMENTS FOR FREE-STANDING AND ANCHORED HI-STORM INSTALLATION

Item		Free-Standing	Anchored	Comments
5.	Maximum seismic input on the pad/cask contact surface. G_H is the vectorial sum of the two horizontal ZPAs and G_V is the vertical ZPA	$G_H + \mu G_V \leq \mu$	$G_H \leq 2.12$ AND $G_V \leq 1.5$	
6.	Required minimum value of cask to pad static coefficient of friction (μ, must be confirmed by testing).	Greater than or equal to 0.53 (per Table 2.2.9).	Same as that for free-standing condition	
7.	Applicable Wind and Large Missile Loads	Per Table 2.2.4, missile and wind loading different from the tabulated values, require 10CFR 72.48 evaluation	The maximum overturning moment at the base of the cask due to lateral missile and/or wind action must be less than 1×10^7 ft-lb.	The bases are provided in Section 3.4.8 for free-standing casks; the limit for anchored casks ensures that the anchorage system will have the same structural margins established for seismic loading.
8.	Small and medium missiles (penetrant missile)	Per Table 2.2.5, missiles and wind loading different from the tabulated value, require 10CFR 72.48 evaluation.	Same as for free-standing cask construction.	
9.	Design Loadings for the ISFSI Pad	Per load combinations in Section 2.0.4 using site-specific load.	Same as for free-standing cask.	

2.1 SPENT FUEL TO BE STORED

2.1.1 Determination of The Design Basis Fuel

The HI-STORM 100 System is designed to store most types of fuel assemblies generated in the commercial U.S. nuclear industry. Boiling-water reactor (BWR) fuel assemblies have been supplied by The General Electric Company (GE), Siemens, Exxon Nuclear, ANF, UNC, ABB Combustion Engineering, and Gulf Atomic. Pressurized-water reactor (PWR) fuel assemblies are generally supplied by Westinghouse, Babcock & Wilcox, ANF, and ABB Combustion Engineering. ANF, Exxon, and Siemens are historically the same manufacturing company under different ownership. Within this report, SPC is used to designate fuel manufactured by ANF, Exxon, or Siemens. Publications such as Refs. [2.1.1] and [2.1.2] provide a comprehensive description of fuel discharged from U.S. reactors. A central object in the design of the HI-STORM 100 System is to ensure that a majority of SNF discharged from the U.S. reactors can be stored in one of the MPCs.

The cell openings and lengths in the fuel basket have been sized to accommodate the BWR and PWR assemblies listed in Refs. [2.1.1] and [2.1.2] except as noted below. Similarly, the cavity length*s* of the multi-purpose canisters *have* ~~has~~ been set at ~~a~~ dimension*s* which permit~~s~~ storing most types of PWR fuel assemblies and BWR fuel assemblies with or without fuel channels. The one exception is as follows:

i. The South Texas Units 1 & 2 SNF , and CE 16x16 System 80 SNF are too long to be accommodated in the available MPC cavity length*s*.

In addition to satisfying the cross sectional and length compatibility, the active fuel region of the SNF must be enveloped in the axial direction by the neutron absorber located in the MPC fuel basket. Alignment of the neutron absorber with the active fuel region is ensured by the use of upper and lower fuel spacers suitably designed to support the bottom and restrain the top of the fuel assembly. The spacers axially position the SNF assembly such that its active fuel region is properly aligned with the neutron absorber in the fuel basket. Figure 2.1.5 provides a pictorial representation of the fuel spacers positioning the fuel assembly active fuel region. Both the upper and lower fuel spacers are designed to perform their function under normal, off-normal, and accident conditions of storage.

In summary, the geometric compatibility of the SNF with the MPC designs does not require the definition of a design basis fuel assembly. This, however, is not the case for structural, confinement, shielding, thermal-hydraulic, and criticality criteria. In fact, a particular fuel type in a category (PWR or BWR) may not control the cask design in all of the above-mentioned criteria. To ensure that no SNF listed in Refs. [2.1.1] and [2.1.2] which is geometrically admissible in the MPC is precluded, it is necessary to determine the governing fuel specification for each analysis criterion. To make the necessary determinations, potential candidate fuel assemblies for each qualification criterion were considered. Table 2.1.1 lists the PWR fuel assemblies that were evaluated. These fuel assemblies were evaluated to define the governing design criteria for PWR fuel. The BWR fuel assembly designs evaluated are listed in Table 2.1.2. Tables 2.1.3 and 2.1.4 provide the fuel characteristics determined to be acceptable for storage in the HI-STORM 100 System. Section 2.1.9

summarizes the authorized contents for the HI-STORM 100 System. Any fuel assembly that has fuel characteristics within the range of Tables 2.1.3 and 2.1.4 and meets the other limits specified in Section 2.1.9 is acceptable for storage in the HI-STORM 100 System. Tables 2.1.3 and 2.1.4 present the groups of fuel assembly types defined as "array/classes" as described in further detail in Chapter 6. Table 2.1.5 lists the BWR and PWR fuel assembly designs which are found to govern for three qualification criteria, namely reactivity, shielding, and thermal. ~~Substantiating results of analyses for the governing assembly types are presented in the respective chapters dealing with the specific qualification topic.~~ Additional information on the design basis fuel definition is presented in the following subsections.

2.1.2 Intact SNF Specifications

Intact fuel assemblies are defined as fuel assemblies without known or suspected cladding defects greater than pinhole leaks and hairline cracks, and which can be handled by normal means. The design payload for the HI-STORM 100 System is intact ZR or stainless steel (SS) clad fuel assemblies with the characteristics listed in Tables 2.1.17 through 2.1.24.

Intact fuel assemblies without fuel rods in fuel rod locations cannot be loaded into the HI-STORM 100 unless dummy fuel rods, which occupy a volume greater than or equal to the original fuel rods, replace the missing rods prior to loading. Any intact fuel assembly that falls within the geometric, thermal, and nuclear limits established for the design basis intact fuel assembly, as defined in Section 2.1.9 can be safely stored in the HI-STORM 100 System.

The range of fuel characteristics specified in Tables 2.1.3 and 2.1.4 have been evaluated in this FSAR and are acceptable for storage in the HI-STORM 100 System within the decay heat, burnup, and cooling time limits specified in Section 2.1.9 for intact fuel assemblies.

2.1.3 Damaged SNF and Fuel Debris Specifications

Damaged fuel and fuel debris are defined in Table 1.0.1.

To aid in loading and unloading, damaged fuel assemblies and fuel debris will be loaded into stainless steel damaged fuel containers (DFCs) provided with 250 x 250 fine mesh screens, for storage in the HI-STORM 100 System (see Figures 2.1.1 and 2.1.2B, C, and D). ~~The MPC-24E and MPC-32 are designed to accommodate PWR damaged fuel.~~ The *MPC-24E,* MPC-24EF*, MPC-32* and MPC-32F are designed to accommodate PWR damaged fuel and fuel debris. ~~The MPC-68 is designed to accommodate BWR damaged fuel.~~ The *MPC-68,* MPC-68F and MPC-68FF are designed to accommodate BWR damaged fuel and fuel debris. The appropriate structural, thermal, shielding, criticality, and confinement analyses have been performed to account for damaged fuel and fuel debris and are described in their respective chapters that follow. The limiting design characteristics for damaged fuel assemblies and restrictions on the number and location of damaged fuel containers authorized for loading in each MPC model are provided in Section 2.1.9. Dresden Unit 1 fuel assemblies contained in Transnuclear-designed damaged fuel canisters and one Dresden Unit 1 thoria rod canister have been approved for storage directly in the HI-STORM 100 System without re-packaging (see Figures 2.1.2 and 2.1.2A).

MPC contents classified as fuel debris are required to be stored in DFCs.~~ and in the applicable "F" model MPC as specified in Section 2.1.9. The "F"(or "FF") indicates the MPC is qualified for storage of intact fuel, damaged fuel, and fuel debris, in quantities and locations specified in Section 2.1.9.~~ The basket designs for the standard and "F" model MPCs are identical. The lid and shell designs of the "F" models are unique in that the upper shell portion of the canister is thickened for additional strength needed *to qualify as a secondary containment, which used to be required* under hypothetical accident conditions of transportation under 10 CFR 71. ~~This design feature is not required for dry storage, but must be considered in fuel loading for dry storage to ensure the dual-purpose function of the MPC by eliminating the need to re-package the fuel for transportation.~~ Figure 2.1.9 shows the details of the differences between the standard and "F" model MPC shells. These details are common for both the PWR and BWR series MPC models.

2.1.4 Deleted

2.1.5 Structural Parameters for Design Basis SNF

The main physical parameters of an SNF assembly applicable to the structural evaluation are the fuel assembly length, envelope (cross sectional dimensions), and weight. These parameters, which define the mechanical and structural design, are specified in Section 2.1.9. The centers of gravity reported in Section 3.2 are based on the maximum fuel assembly weight. Upper and lower fuel spacers (as appropriate) maintain the axial position of the fuel assembly within the MPC basket and, therefore, the location of the center of gravity. The upper and lower fuel spacers are designed to withstand normal, off-normal, and accident conditions of storage. An axial clearance of approximately 2 to 2-1/2 inches is provided to account for the irradiation and thermal growth of the fuel assemblies. The suggested upper and lower fuel spacer lengths are listed in Tables 2.1.9 and 2.1.10. In order to qualify for storage in the MPC, the SNF must satisfy the physical parameters listed in Section 2.1.9.

2.1.6 Thermal Parameters for Design Basis SNF

The principal thermal design parameter for the stored fuel is the peak fuel cladding temperature, which is a function of the maximum heat generation rate per assembly, and the decay heat removal capabilities of the HI-STORM 100 System. No attempt is made to link the maximum allowable decay heat per fuel assembly with burnup, enrichment, or cooling time. Rather, the decay heat per fuel assembly is adjusted to yield peak fuel cladding temperatures with an allowance for margin to the temperature limit. ~~The same fuel assembly decay heats are used for all fuel assembly designs within a given class of fuel assemblies (i.e., ZR clad PWR, stainless steel clad BWR, etc.).~~

To ensure the permissible fuel cladding temperature limits are not exceeded, Section 2.1.9 specifies the allowable decay heat per assembly for each MPC model. For both uniform and regionalized loading of moderate and high burnup fuel assemblies, the allowable decay heat per assembly is presented in Section 2.1.9.

Section 2.1.9 also includes separate cooling time, burnup, and decay heat limits for uniform fuel loading and regionalized fuel loading. Regionalized loading allows higher heat emitting fuel assemblies to be stored in the center fuel storage locations than would otherwise be authorized for storage under uniform loading conditions.

The fuel cladding temperature is also affected by the heat transfer characteristics of the fuel assemblies. ~~There is no single fuel assembly design used in all thermal calculations that is bounding of all others. Instead, each thermal calculation, comprising the overall thermal analysis presented in Chapter 4, was performed using the fuel assembly design that results in the most conservative result for the individual calculation. By always using the fuel assembly design that is most conservative for a particular calculation, it is ensured that each calculation is bounding for all fuel assembly designs.~~ The bounding fuel assembly design for ~~each~~ thermal calculation*s for each* ~~and~~ fuel type is provided in Table 2.1.5.

Finally, the axial variation in the heat generation rate in the design basis fuel assembly is defined based on the axial burnup distribution. For this purpose, the data provided in Refs. [2.1.7] and [2.1.8] are utilized and summarized in Table 2.1.11 and Figures 2.1.3 and 2.1.4 for reference. These distributions are representative of fuel assemblies with the design basis burnup levels considered. These distributions are used for analyses only, and do not provide a criteria for fuel assembly acceptability for storage in the HI-STORM 100 System.

Except for MPC-68F, fuel may be stored in the MPC using one of two storage strategies, namely, uniform loading and regionalized loading. Uniform loading allows storage of any fuel assembly in any fuel storage location, subject to additional restrictions, such as those for loading of fuel assemblies containing non-fuel hardware as defined in Table 1.0.1. Regionalized fuel loading allows for higher heat emitting fuel assemblies to be stored in *some storage locations* ~~the central core basket storage locations (inner region)~~ with lower heat emitting fuel assemblies in the *remaining* ~~peripheral~~ fuel storage locations. ~~(outer region).~~ Regionalized loading allows storage of higher heat emitting fuel assemblies than would otherwise be permitted using the uniform loading strategy. The definition of the regions for each MPC model provided in Table 2.1.*27* ~~13~~. Regionalized fuel loading is not permitted in MPC-68F.

2.1.7 Radiological Parameters for Design Basis SNF

The principal radiological design criteria for the HI-STORM 100 System are the 10CFR72.104 site boundary dose rate limits and maintaining operational dose rates as low as reasonably achievable (ALARA). The radiation dose is directly affected by the gamma and neutron source terms of the SNF assembly.

The gamma and neutron sources are separate and are affected differently by enrichment, burnup, and cooling time. It is recognized that, at a given burnup, the radiological source terms increase monotonically as the initial enrichment is reduced. The shielding design basis fuel assembly, therefore, is evaluated at conservatively high burnups, low cooling times, and low enrichments, as discussed in Chapter 5. The shielding design basis fuel assembly thus bounds all other fuel assemblies.

The design basis dose rates can be met by a variety of burnup levels and cooling times. Section 2.1.9 provides the procedure for determining burnup and cooling time limits for all of the authorized fuel assembly array/classes for both uniform fuel loading and regionalized loading. Table 2.1.11 and Figures 2.1.3 and 2.1.4 provide the axial distribution for the radiological source terms for PWR and BWR fuel assemblies based on the axial burnup distribution. The axial burnup distributions are representative of fuel assemblies with the design basis burnup levels considered. These distributions are used for analyses only, and do not provide a criteria for fuel assembly acceptability for storage in the HI-STORM 100 System.

Thoria rods placed in Dresden Unit 1 Thoria Rod Canisters meeting the requirements of Table 2.1.12 and Dresden Unit 1 fuel assemblies with one Antimony-Beryllium neutron source have been qualified for storage. Up to one Thoria Rod Canister is authorized for storage in combination with other intact and damaged fuel, and fuel debris as specified in Section 2.1.9.

Non-fuel hardware, as defined in Table 1.0.1, has been evaluated and is authorized for storage in the PWR MPCs as specified in Section 2.1.9.

2.1.8 Criticality Parameters for Design Basis SNF

As discussed earlier, the MPC-68, MPC-68F, MPC-68FF, MPC-32 and MPC-32F feature a basket without flux traps. In the aforementioned baskets, there is one panel of neutron absorber between two adjacent fuel assemblies. The MPC-24, MPC-24E, and MPC-24EF employ a construction wherein two neighboring fuel assemblies are separated by two panels of neutron absorber with a water gap between them (flux trap construction).

The minimum ^{10}B areal density in the neutron absorber panels for each MPC model is shown in Table 2.1.15.

For all MPCs, the ^{10}B areal density used for the criticality analysis is conservatively established below the minimum values shown in Table 2.1.15. For Boral, the value used in the analysis is 75% of the minimum value, while for METAMIC, it is 90% of the minimum value. This is consistent with NUREG-1536 [2.1.5] which suggests a 25% reduction in ^{10}B areal density credit when subject to standard acceptance tests, and which allows a smaller reduction when more comprehensive tests of the areal density are performed.

The criticality analyses for the MPC-24, MPC-24E and MPC-24EF (all with higher enriched fuel) and for the MPC-32 and MPC-32F were performed with credit taken for soluble boron in the MPC water during wet loading and unloading operations. Table 2.1.14 and 2.1.16 provide the required soluble boron concentrations for these MPCs.

2.1.9 Summary of Authorized Contents

Tables 2.1.3, 2.1.4, 2.1.12, and 2.1.17 through 2.1.29 together specify the limits for spent fuel and non-fuel hardware authorized for storage in the HI-STORM 100 System. The limits in these tables

are derived from the safety analyses described in the following chapters of this FSAR. Fuel classified as damaged fuel assemblies or fuel debris must be stored in damaged fuel containers for storage in the HI-STORM 100 System.

Tables 2.1.17 through 2.1.24 are the baseline tables that specify the fuel assembly limits for each of the MPC models, with appropriate references to the other tables in this section for certain other limits. Tables 2.1.17 through 2.1.24 refer to Section 2.1.9.1 for ~~ZR-clad fuel~~ limits on minimum cooling time, maximum decay heat, and maximum burnup for uniform and regionalized fuel loading. ~~Limits on decay heat, burnup, and cooling time for stainless steel-clad fuel are provided in Tables 2.1.17 through 2.1.24.~~

2.1.9.1 Decay Heat, Burnup, and Cooling Time Limits ~~for ZR-Clad Fuel~~

Each ~~ZR-clad~~ fuel assembly and any PWR integral non-fuel hardware (NFH) to be stored in the HI-STORM 100 System must meet the following limits, in addition to meeting the physical limits specified elsewhere in this section, to be authorized for storage in the HI-STORM 100 System. The contents of each fuel storage location (fuel assembly and NFH) to be stored must be verified to have, as applicable:

- A decay heat less than or equal to the maximum allowable value.
- An assembly average enrichment greater than or equal to the minimum value used in determining the maximum allowable burnup.
- A burnup less than or equal to the maximum allowable value.
- A cooling time greater than or equal to the minimum allowable value.

The maximum allowable ~~ZR-clad~~ fuel storage location decay heat values are determined using the methodology described in Section 2.1.9.1.1 or 2.1.9.1.2 depending on whether uniform fuel loading or regionalized fuel loading is being implemented[†]. The decay heat limits are independent of burnup, cooling time, or enrichment and are based strictly on the thermal analysis described in Chapter 4. Decay heat limits must be met for all contents in a fuel storage location (i.e., fuel and PWR non-fuel hardware, as applicable).

The maximum allowable average burnup per fuel storage location is determined by calculation as a function of minimum enrichment, maximum allowable decay heat, and minimum cooling time from 3 to 20 years, as described in Section 2.1.9.1.3.

Section 12.2.10 describes how compliance with these limits may be verified, including practical examples.

† Note that the stainless steel-clad fuel *decay heat* limits apply to all fuel in the MPC, if a mixture of stainless steel and ZR-clad fuel is stored in the same MPC. The stainless steel-clad fuel assembly decay heat limits may be found in Table 2.1.17 through 2.1.24

2.1.9.1.1 Uniform Fuel Loading Decay Heat Limits ~~for ZR-Clad Fuel~~

Table 2.1.26 provides the maximum allowable decay heat per fuel storage location for ~~ZR-clad~~ fuel in uniform fuel loading for each MPC model.

2.1.9.1.2 *Design Heat Load* ~~Regionalized Fuel Loading Decay Heat Limits for ZR-Clad Fuel~~

The Design Basis heat load for the HI-STORM System, Q_d, is provided in Table 2.1.26. Q_d is based on the assumption that every SNF in the MPC is generating an equal amount of heat. In other words, the specific heat generation rate, r, of each SNF is equal. Thus, in an MPC with n storage locations,

$$Q_d = n\, r \qquad \text{Equation a}$$

In reality, however, the population of SNF loaded in the MPC invariably has unequal r. If r_i denotes the heat generation rate of SNF in location i, then its cumulative (total) heat generation, Q_t, is given by a simple summation, i.e.,

$$Q_t = \sum_i^n r_i \qquad \text{Equation b}$$

For purposes of the CoC compliance, however, the MPC heat generation rate is

$$Q_{CoC} = r_{max}\ n \qquad \text{Equation c}$$

where r_{max} is the largest value of r_i in the population of SNF loaded in the MPC, i.e.,

$$r_{max} = \max \text{ of } [r_i,\ i = 1,2\ldots n] \qquad \text{Equation d}$$

Q_{CoC} must be less than Q_d to meet the thermal loading criterion.

In most cases, the total heat generation rate in the loaded MPC, Q_t, is much smaller than Q_{CoC}. This scenario can be illustrated by considering the example of a batch of PWR SNF for MPC-32 that has 31 SNF emitting 0.5kW and one SNF emitting 1 kW. The total heat load in the MPC, therefore, is (31)(0.5) + 1 = 16.5kW. However, because r_{max} = 1 kW, the CoC basis heat load Q_{CoC} = (32)(1) = 32kW. Thus, $Q_{CoC} >> Q_t$. This condition prevails in most loaded MPCs to a varying degree.

To make the disconnect between Q_t and Q_{CoC} less severe, the aggregate of storage cells in the MPC is divided into two regions. The SNF in the inner region (henceforth referred to as Region 1) and that in the outer region (henceforth referred to as Region 2) are allowed maximum specific heat generation rate q_1 and q_2, respectively. The maximum permitted values of q_1 and q_2 are quite obviously related. The case where q_1 and q_2 are equal is referred to as "uniform storage". Once again, the CoC basis heat load is computed by assuming that each SNF is emitting the maximum permitted heat load for its region. The heat load for CoC compliance is then

$$Q_{CoC} = n_1\, q_1 + n_2\, q_2 \qquad \text{Equation e}$$

where n_1 and n_2 are the number of cells in Regions 1 and 2, respectively.

By performing the thermal analysis iteratively, a lowerbound expression for Q as a function of X (X is the ratio of q_1 to q_2) is found for all PWR and BWR MPCs. The functional relationship between Q and X is set down such that the computed peak cladding temperature is constant within a small band as X is varied over a wide range (between 0.5 and 3). For determining the decay heat limits under regionalized storage this analyzed variation in X (i.e. $0.5 \le X \le 3$) is adopted as the permissible range for X. The functional relationship Q(X) is presented below.

$$Q(X) = \frac{2Q_d}{1 + X^y} \qquad \textit{Equation f}$$

where y is a function of X as defined below:

$$y = \frac{0.23}{X^{0.1}} \qquad \textit{Equation g}$$

Using the previous example of assumed SNF inventory, the heat load for CoC compliance and the actual total heat load of the batch of 32 SNF in MPC-32 can be compared under the regionalized storage scenario. Let us assume that the single SNF emitting the highest heat load r_{max} = 1 kW is placed in Region 1. Eleven other locations of Region 1 and all twenty locations of Region 2 have heat emitting fuel at 0.5kW. Therefore, for this loaded MPC-32, X = 2. The heat load for CoC compliance is computed using the formula given above as Q = 31.48 kW.

Next we can compute the maximum permissible heat loads in the two regions (q_1 and q_2) by the following steps:

(i) Choose a value of X in the permissible range ($0.5 \le X \le 3$). In the example above X is equal to 2.

(ii) Calculate q_2 using the following equation:

$$q_2 = \frac{2 \times Q_d}{\left(1 + X^y\right) \times \left(n_1 \times X + n_2\right)} \qquad \textit{Equation h}$$

where:

$y = 0.23/X^{0.1}$
q_2 = Maximum allowable decay heat per fuel storage location in Region 2 (kW)
Q_d = Design MPC heat load from Table 2.1.26 (kW)
X = Ratio of q_2 to q_1 chosen in Step (i)
n_1 = Number of fuel storage locations in Region 1 from Table 2.1.27
n_2 = Number of fuel storage locations in Region 2 from Table 2.1.27

(iii) Calculate q_1 using the following equation:

$$q_1 = X \times q_2 \qquad \textit{Equation i}$$

Using the steps provided above we find q_1 = 1.43 kW (actual q_1 is 1 kW) and q_2 = 0.715 kW (actual q_2 is 0.5 kW), which are greater than the actual values of r_i in the MPC for all locations in Regions 1 and 2, and are therefore acceptable. We note that the CoC heat load on the regionalized basis also significantly exceeds Q_t (the actual total heat load of 16.5kW) but by a smaller margin than the uniform storage scheme.

It should be emphasized that the two-region scheme of storage does not introduce any new complication in the dry storage implementation: it is merely a means to recognize the real life variation in the heat generation rates in a batch of fuel loaded in an MPC in a simplified manner. A plant expecting to transport the MPC within the near future will seek to locate the fuel such that X is as large as possible (i.e., cooler fuel in the outer region). On the other hand, a plant focused on placing some relatively hot fuel in dry storage will place them in Region 2 (i.e., X < 1). Finally, because Q(X) is a continuous function of X, the heat load corresponding to X =1 (i.e., uniform storage) is the reference design basis heat load of the system.

~~Table 2.1.27 provides the maximum allowable decay heat per fuel storage location for ZR-clad fuel in both the inner and outer regions for regionalized fuel loading in each MPC model.~~

2.1.9.1.3 Burnup Limits as a Function of Cooling Time ~~for ZR-Clad Fuel~~

The maximum allowable ~~ZR-clad~~ fuel assembly average burnup varies with the following parameters, based on the shielding analysis in Chapter 5:

- Minimum required fuel assembly cooling time
- Maximum allowable fuel assembly decay heat
- Minimum fuel assembly average enrichment

The calculation described in this section is used to determine the maximum allowable fuel assembly burnup for minimum cooling times between 3 and 20 years, using maximum decay heat and minimum enrichment as input values. This calculation may be used to create multiple burnup versus cooling time tables for a particular fuel assembly array/class and different minimum enrichments. The allowable maximum burnup for a specific fuel assembly may be calculated based on the assembly's particular enrichment and cooling time.

(i) Choose a fuel assembly minimum enrichment, E_{235}.

(ii) Calculate the maximum allowable fuel assembly average burnup for a minimum cooling time between 3 and 20 years using the equation below:

$$Bu = (A \times q) + (B \times q^2) + (C \times q^3) + [D \times (E_{235})^2] + (E \times q \times E_{235}) + (F \times q^2 \times E_{235}) + G$$

Equation *j* ~~2.1.9.3~~

Where:

Bu = Maximum allowable assembly average burnup (MWD/MTU)

q = Maximum allowable decay heat per fuel storage location determined in Section 2.1.9.*1*.1 or 2.1.9.*1*.2 (kW)

E_{235} = Minimum fuel assembly average enrichment (wt. % ^{235}U) (e.g., for 4.05 wt. %, use 4.05)

A through G = Coefficients from Tables 2.1.28 or 2.1.29 for the applicable fuel assembly array/class and minimum cooling time.

2.1.9.1.4 Other Considerations

In computing the allowable maximum fuel storage location decay heats and fuel assembly average burnups, the following requirements apply:

- Calculated burnup limits shall be rounded down to the nearest integer

- Calculated burnup limits greater than 68,200 MWD/MTU for PWR fuel and 65,000 MWD/MTU for BWR fuel must be reduced to be equal to these values.

- Linear interpolation of calculated burnups between cooling times for a given fuel assembly maximum decay heat and minimum enrichment is permitted. For example, the allowable burnup for a minimum cooling time of 4.5 years may be interpolated between those burnups calculated for 4 and 5 years.

- ~~ZR-clad~~ *F*~~f~~uel assemblies must have a minimum enrichment, as defined in Table 1.0.1, greater than or equal to the value used in determining the maximum allowable burnup per Section 2.1.9.1.3 to be authorized for storage in the MPC.

- When complying with the maximum fuel storage location decay heat limits, users must account for the decay heat from both the fuel assembly and any PWR non-fuel hardware, as applicable for the particular fuel storage location, to ensure the decay heat emitted by all contents in a storage location does not exceed the limit.

Section 12.2.10 provides a practical example of determining fuel storage location decay heat, burnup, and cooling time limits and verifying compliance for a set of example fuel assemblies.

Table 2.1.1

PWR FUEL ASSEMBLIES EVALUATED TO DETERMINE DESIGN BASIS SNF

Assembly Class	**Array Type**
B&W 15x15	All
B&W 17x17	All
CE 14x14	All
CE 16x16	All except System 80™
WE 14x14	All
WE 15x15	All
WE 17x17	All
St. Lucie	All
Ft. Calhoun	All
Haddam Neck (Stainless Steel Clad)	All
San Onofre 1 (Stainless Steel Clad)	All
Indian Point 1	All

Table 2.1.2

BWR FUEL ASSEMBLIES EVALUATED TO DETERMINE DESIGN BASIS SNF

Assembly Class	Array Type			
GE BWR/2-3	All 7x7	All 8x8	All 9x9	All 10x10
GE BWR/4-6	All 7x7	All 8x8	All 9x9	All 10x10
Humboldt Bay	All 6x6	All 7x7 (ZR Clad)		
Dresden-1	All 6x6	All 8x8		
LaCrosse (Stainless Steel Clad)	All			

Table 2.1.3

PWR FUEL ASSEMBLY CHARACTERISTICS (Note 1)

Fuel Assembly Array/ Class	**14x14 A**	**14x14 B**	**14x14 C**	**14x14 D**	**14x14E**
Clad Material (Note 2)	ZR	ZR	ZR	SS	SS
Design Initial U (kg/assy.) (Note 3)	≤ 365	≤ 412	≤ 438	≤ 400	≤ 206
Initial Enrichment (MPC-24, 24E, and 24EF without soluble boron credit) (wt % ^{235}U) (Note 7)	≤ 4.6 (24) ≤ 5.0 (24E/24EF)	≤ 4.6 (24) ≤ 5.0 (24E/24EF)	≤ 4.6 (24) ≤ 5.0 (24E/24EF)	≤ 4.0 (24) ≤ 5.0 (24E/24EF)	≤ 5.0 (24) ≤ 5.0 (24E/24EF)
Initial Enrichment (MPC-24, 24E, 24EF, 32 or 32F with soluble boron credit - see Note 5) (wt % ^{235}U)	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0
No. of Fuel Rod Locations	179	179	176	180	173
Fuel Clad O.D. (in.)	≥ 0.400	≥ 0.417	≥ 0.440	≥ 0.422	≥ 0.3415
Fuel Clad I.D. (in.)	≤ 0.3514	≤ 0.3734	≤ 0.3880	≤ 0.3890	≤ 0.3175
Fuel Pellet Dia. (in.)	≤ 0.3444	≤ 0.3659	≤ 0.3805	≤ 0.3835	≤ 0.3130
Fuel Rod Pitch (in.)	≤ 0.556	≤ 0.556	≤ 0.580	≤ 0.556	Note 6
Active Fuel Length (in.)	≤ 150	≤ 150	≤ 150	≤ 144	≤ 102
No. of Guide and/or Instrument Tubes	17	17	5 (Note 4)	16	0
Guide/Instrument Tube Thickness (in.)	≥ 0.017	≥ 0.017	≥ 0.038	≥ 0.0145	N/A

Table 2.1.3 (continued)

PWR FUEL ASSEMBLY CHARACTERISTICS (Note 1)

Fuel Assembly Array/Class	**15x15 A**	**15x15 B**	**15x15 C**	**15x15 D**	**15x15 E**	**15x15 F**
Clad Material (Note 2)	ZR	ZR	ZR	ZR	ZR	ZR
Design Initial U (kg/assy.) (Note 3)	$\leq$ 473	$\leq$ 473	$\leq$ 473	$\leq$ 495	$\leq$ 495	$\leq$ 495
Initial Enrichment (MPC-24, 24E, and 24EF without soluble boron credit) (wt % ^{235}U) (Note 7)	$\leq$ 4.1 (24) $\leq$ 4.5 (24E/24EF)	$\leq$ 4.1 (24) $\leq$ 4.5 (24E/24EF)	$\leq$ 4.1 (24) $\leq$ 4.5 (24E/24EF)	$\leq$ 4.1 (24) $\leq$ 4.5 (24E/24EF)	$\leq$ 4.1 (24) $\leq$ 4.5 (24E/24EF)	$\leq$ 4.1 (24) $\leq$ 4.5 (24E/24EF)
Initial Enrichment (MPC-24, 24E, 24EF, 32 or 32F with soluble boron credit – see Note 5) (wt % ^{235}U)	$\leq$ 5.0	$\leq$ 5.0	$\leq$ 5.0	$\leq$ 5.0	$\leq$ 5.0	$\leq$ 5.0
No. of Fuel Rod Locations	204	204	204	208	208	208
Fuel Clad O.D. (in.)	$\geq$ 0.418	$\geq$ 0.420	$\geq$ 0.417	$\geq$ 0.430	$\geq$ 0.428	$\geq$ 0.428
Fuel Clad I.D. (in.)	$\leq$ 0.3660	$\leq$ 0.3736	$\leq$ 0.3640	$\leq$ 0.3800	$\leq$ 0.3790	$\leq$ 0.3820
Fuel Pellet Dia. (in.)	$\leq$ 0.3580	$\leq$ 0.3671	$\leq$ 0.3570	$\leq$ 0.3735	$\leq$ 0.3707	$\leq$ 0.3742
Fuel Rod Pitch (in.)	$\leq$ 0.550	$\leq$ 0.563	$\leq$ 0.563	$\leq$ 0.568	$\leq$ 0.568	$\leq$ 0.568
Active Fuel Length (in.)	$\leq$ 150	$\leq$ 150	$\leq$ 150	$\leq$ 150	$\leq$ 150	$\leq$ 150
No. of Guide and/or Instrument Tubes	21	21	21	17	17	17
Guide/Instrument Tube Thickness (in.)	$\geq$ 0.0165	$\geq$ 0.015	$\geq$ 0.0165	$\geq$ 0.0150	$\geq$ 0.0140	$\geq$ 0.0140

Table 2.1.3 (continued)
PWR FUEL ASSEMBLY CHARACTERISTICS (Note 1)

Fuel Assembly Array and Class	**15x15 G**	**15x15H**	**16x16 A**	**17x17A**	**17x17 B**	**17x17 C**
Clad Material (Note 2)	SS	ZR	ZR	ZR	ZR	ZR
Design Initial U (kg/assy.) (Note 3)	≤ 420	≤ 495	≤ 448	≤ 433	≤ 474	≤ 480
Initial Enrichment (MPC-24,24E, and 24EF without soluble boron credit) (wt % ^{235}U) (Note 7)	≤ 4.0 (24) ≤ 4.5 (24E/24EF)	≤ 3.8 (24) ≤ 4.2 (24E/24EF)	≤ 4.6 (24) ≤ 5.0 (24E/24EF)	≤ 4.0 (24) ≤ 4.4 (24E/24EF)	≤ 4.0 (24) ≤ 4.4 (24E/24EF)	≤ 4.0 (24) ≤ 4.4 (24E/24EF)
Initial Enrichment (MPC-24, 24E, 24EF, 32 or 32F with soluble boron credit – see Note 5) (wt % ^{235}U)	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0
No. of Fuel Rod Locations	204	208	236	264	264	264
Fuel Clad O.D. (in.)	≥ 0.422	≥ 0.414	≥ 0.382	≥ 0.360	≥ 0.372	≥ 0.377
Fuel Clad I.D. (in.)	≤ 0.3890	≤ 0.3700	≤ 0.33*5*~~2~~0	≤ 0.3150	≤ 0.3310	≤ 0.3330
Fuel Pellet Dia. (in.)	≤ 0.3825	≥ 0.3622	≤ 0.3255	≤ 0.3088	≤ 0.3232	≤ 0.3252
Fuel Rod Pitch (in.)	≤ 0.563	≤ 0.568	≤ 0.506	≤ 0.496	≤ 0.496	≤ 0.502
Active Fuel length (in.)	≤ 144	≤ 150	≤ 150	≤ 150	≤ 150	≤ 150
No. of Guide and/or Instrument Tubes	21	17	5 (Note 4)	25	25	25
Guide/Instrument Tube Thickness (in.)	≥ 0.0145	≥ 0.140	≥ 0.0~~40~~*35*0	≥ 0.016	≥ 0.014	≥ 0.020

Table 2.1.3 (continued)

PWR FUEL ASSEMBLY CHARACTERISTICS

Notes:

1. All dimensions are design nominal values. Maximum and minimum dimensions are specified to bound variations in design nominal values among fuel assemblies within a given array/class.

2. See Table 1.0.1 for the definition of “ZR.”

3. Design initial uranium weight is the nominal uranium weight specified for each assembly by the fuel manufacturer or reactor user. For each PWR fuel assembly, the total uranium weight limit specified in this table may be increased up to 2.0 percent for comparison with users’ fuel records to account for manufacturer’s tolerances.
4. Each guide tube replaces four fuel rods.

5. Soluble boron concentration per Tables 2.1.14 and 2.1.16, as applicable.

6. This fuel assembly array/class includes only the Indian Point Unit 1 fuel assembly. This fuel assembly has two pitches in different sectors of the assembly. These pitches are 0.441 inches and 0.453 inches.

7. For those MPCs loaded with both intact fuel assemblies and damaged fuel assemblies or fuel debris, the maximum initial enrichment of the intact fuel assemblies, damaged fuel assemblies and fuel debris is 4.0 wt.% ^{235}U.

Table 2.1.4

BWR FUEL ASSEMBLY CHARACTERISTICS (Note 1)

Fuel Assembly Array and Class	**6x6 A**	**6x6 B**	**6x6 C**	**7x7 A**	**7x7 B**	**8x8 A**
Clad Material (Note 2)	ZR	ZR	ZR	ZR	ZR	ZR
Design Initial U (kg/assy.) (Note 3)	≤ 110	≤ 110	≤ 110	≤ 100	≤ 198	≤ 120
Maximum Planar-Average Initial Enrichment (wt.% ^{235}U) (Note 14)	≤ 2.7	≤ 2.7 for UO_2 rods. See Note 4 for MOX rods	≤ 2.7	≤ 2.7	≤ 4.2	≤ 2.7
Initial Maximum Rod Enrichment (wt.% ^{235}U)	≤ 4.0	≤ 4.0	≤ 4.0	≤ 5.5	≤ 5.0	≤ 4.0
No. of Fuel Rod Locations	35 or 36	35 or 36 (up to 9 MOX rods)	36	49	49	63 or 64
Fuel Clad O.D. (in.)	≥ 0.5550	≥ 0.5625	≥ 0.5630	≥ 0.4860	≥ 0.5630	≥ 0.4120
Fuel Clad I.D. (in.)	≤ 0.5105	≤ 0.4945	≤ 0.4990	≤ 0.4204	≤ 0.4990	≤ 0.3620
Fuel Pellet Dia. (in.)	≤ 0.4980	≤ 0.4820	≤ 0.4880	≤ 0.4110	≤ 0.4910	≤ 0.3580
Fuel Rod Pitch (in.)	≤ 0.710	≤ 0.710	≤ 0.740	≤ 0.631	≤ 0.738	≤ 0.523
Active Fuel Length (in.)	≤ 120	≤ 120	≤ 77.5	≤ 80	≤ 150	≤ 120
No. of Water Rods (Note 11)	1 or 0	1 or 0	0	0	0	1 or 0
Water Rod Thickness (in.)	> 0	> 0	N/A	N/A	N/A	≥ 0
Channel Thickness (in.)	≤ 0.060	≤ 0.060	≤ 0.060	≤ 0.060	≤ 0.120	≤ 0.100

Table 2.1.4 (continued)

BWR FUEL ASSEMBLY CHARACTERISTICS (Note 1)

Fuel Assembly Array and Class	**8x8 B**	**8x8 C**	**8x8 D**	**8x8 E**	**8x8F**	**9x9 A**
Clad Material (Note 2)	ZR	ZR	ZR	ZR	ZR	ZR
Design Initial U (kg/assy.) (Note 3)	$\leq$ 192	$\leq$ 190	$\leq$ 190	$\leq$ 190	$\leq$ 191	$\leq$ 180
Maximum Planar-Average Initial Enrichment (wt.% ^{235}U) (Note 14)	$\leq$ 4.2	$\leq$ 4.2	$\leq$ 4.2	$\leq$ 4.2	$\leq$ 4.0	$\leq$ 4.2
Initial Maximum Rod Enrichment (wt.% ^{235}U)	$\leq$ 5.0	$\leq$ 5.0	$\leq$ 5.0	$\leq$ 5.0	$\leq$ 5.0	$\leq$ 5.0
No. of Fuel Rod Locations	63 or 64	62	60 or 61	59	64	74/66 (Note 5)
Fuel Clad O.D. (in.)	$\geq$ 0.4840	$\geq$ 0.4830	$\geq$ 0.4830	$\geq$ 0.4930	$\geq$ 0.4576	$\geq$ 0.4400
Fuel Clad I.D. (in.)	$\leq$ 0.4295	$\leq$ 0.4250	$\leq$ 0.4230	$\leq$ 0.4250	$\leq$ 0.3996	$\leq$ 0.3840
Fuel Pellet Dia. (in.)	$\leq$ 0.4195	$\leq$ 0.4160	$\leq$ 0.4140	$\leq$ 0.4160	$\leq$ 0.3913	$\leq$ 0.3760
Fuel Rod Pitch (in.)	$\leq$ 0.642	$\leq$ 0.641	$\leq$ 0.640	$\leq$ 0.640	$\leq$ 0.609	$\leq$ 0.566
Design Active Fuel Length (in.)	$\leq$ 150	$\leq$ 150	$\leq$ 150	$\leq$ 150	$\leq$ 150	$\leq$ 150
No. of Water Rods (Note 11)	1 or 0	2	1 - 4 (Note 7)	5	N/A (Note 12)	2
Water Rod Thickness (in.)	$\geq$ 0.034	> 0.00	> 0.00	$\geq$ 0.034	$\geq$ 0.0315	> 0.00
Channel Thickness (in.)	$\leq$ 0.120	$\leq$ 0.120	$\leq$ 0.120	$\leq$ 0.100	$\leq$ 0.055	$\leq$ 0.120

Table 2.1.4 (continued)

BWR FUEL ASSEMBLY CHARACTERISTICS (Note 1)

Fuel Assembly Array and Class	**9x9 B**	**9x9 C**	**9x9 D**	**9x9 E (Note 13)**	**9x9 F (Note 13)**	**9x9 G**
Clad Material (Note 2)	ZR	ZR	ZR	ZR	ZR	*ZR*
Design Initial U (kg/assy.) (Note 3)	≤ 180	≤ 182	≤ 182	≤ 183	≤ 183	≤ 164
Maximum Planar-Average Initial Enrichment (wt.% ^{235}U) (Note 14)	≤ 4.2	≤ 4.2	≤ 4.2	≤ 4.0	≤ 4.0	≤ 4.2
Initial Maximum Rod Enrichment (wt.% ^{235}U)	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0
No. of Fuel Rod Locations	72	80	79	76	76	72
Fuel Clad O.D. (in.)	≥ 0.4330	≥ 0.4230	≥ 0.4240	≥ 0.4170	≥ 0.4430	≥ 0.4240
Fuel Clad I.D. (in.)	≤ 0.3810	≤ 0.3640	≤ 0.3640	≤ 0.3640	≤ 0.3860	≤ 0.3640
Fuel Pellet Dia. (in.)	≤ 0.3740	≤ 0.3565	≤ 0.3565	≤ 0.3530	≤ 0.3745	≤ 0.3565
Fuel Rod Pitch (in.)	≤ 0.572	≤ 0.572	≤ 0.572	≤ 0.572	≤ 0.572	≤ 0.572
Design Active Fuel Length (in.)	≤ 150	≤ 150	≤ 150	≤ 150	≤ 150	≤ 150
No. of Water Rods (Note 11)	1 (Note 6)	1	2	5	5	1 (Note 6)
Water Rod Thickness (in.)	> 0.00	≥ 0.020	≥ 0.0300	≥ 0.0120	≥ 0.0120	≥ 0.0320
Channel Thickness (in.)	≤ 0.120	≤ 0.100	≤ 0.100	≤ 0.120	≤ 0.120	≤ 0.120

Table 2.1.4 (continued)

BWR FUEL ASSEMBLY CHARACTERISTICS (Note 1)

Fuel Assembly Array and Class	**10x10 A**	**10x10 B**	**10x10 C**	**10x10 D**	**10x10 E**
Clad Material (Note 2)	ZR	ZR	ZR	SS	SS
Design Initial U (kg/assy.) (Note 3)	≤ 188	≤ 188	≤ 179	≤ 125	≤ 125
Maximum Planar-Average Initial Enrichment (wt.% ^{235}U) (Note 14)	≤ 4.2	≤ 4.2	≤ 4.2	≤ 4.0	≤ 4.0
Initial Maximum Rod Enrichment (wt.% ^{235}U)	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0
No. of Fuel Rod Locations	92/78 (Note 8)	91/83 (Note 9)	96	100	96
Fuel Clad O.D. (in.)	≥ 0.4040	≥ 0.3957	≥ 0.3780	≥ 0.3960	≥ 0.3940
Fuel Clad I.D. (in.)	≤ 0.3520	≤ 0.3480	≤ 0.3294	≤ 0.3560	≤ 0.3500
Fuel Pellet Dia. (in.)	≤ 0.3455	≤ 0.3420	≤ 0.3224	≤ 0.3500	≤ 0.3430
Fuel Rod Pitch (in.)	≤ 0.510	≤ 0.510	≤ 0.488	≤ 0.565	≤ 0.557
Design Active Fuel Length (in.)	≤ 150	≤ 150	≤ 150	≤ 83	≤ 83
No. of Water Rods (Note 11)	2	1 (Note 6)	5 (Note 10)	0	4
Water Rod Thickness (in.)	≥ 0.030	> 0.00	≥ 0.031	N/A	≥ 0.022
Channel Thickness (in.)	≤ 0.120	≤ 0.120	≤ 0.055	≤ 0.080	≤ 0.080

Table 2.1.4 (continued)

BWR FUEL ASSEMBLY CHARACTERISTICS

NOTES:

1. All dimensions are design nominal values. Maximum and minimum dimensions are specified to bound variations in design nominal values among fuel assemblies within a given array/class.

2. See Table 1.0.1 for the definition of "ZR."

3. Design initial uranium weight is the nominal uranium weight specified for each assembly by the fuel manufacturer or reactor user. For each BWR fuel assembly, the total uranium weight limit specified in this table may be increased up to 1.5 percent for comparison with users' fuel records to account for manufacturer tolerances.

4. $\leq$ 0.635 wt. % ^{235}U and $\leq$ 1.578 wt. % total fissile plutonium (^{239}Pu and ^{241}Pu), (wt. % of total fuel weight, i.e., UO_2 plus PuO_2)

5. This assembly class contains 74 total rods; 66 full length rods and 8 partial length rods.

6. Square, replacing nine fuel rods.

7. Variable.

8. This assembly contains 92 total fuel rods; 78 full length rods and 14 partial length rods.

9. This assembly class contains 91 total fuel rods; 83 full length rods and 8 partial length rods.

10. One diamond-shaped water rod replacing the four center fuel rods and four rectangular water rods dividing the assembly into four quadrants.

11. These rods may also be sealed at both ends and contain Zr material in lieu of water.

12. This assembly is known as "QUAD+." It has four rectangular water cross segments dividing the assembly into four quadrants.

13. For the SPC 9x9-5 fuel assembly, each fuel rod must meet either the 9x9E or the 9x9F set of limits or clad O.D., clad I.D., and pellet diameter.

14. For those MPCs loaded with both intact fuel assemblies and damaged fuel assemblies or fuel debris, the maximum planar average initial enrichment for the intact fuel assemblies is limited to 3.7 wt.% ^{235}U, as applicable.

Table 2.1.5

DESIGN BASIS FUEL ASSEMBLY FOR EACH DESIGN CRITERION

Criterion	**BWR**	**PWR**
Reactivity (Criticality)	GE-12/14 10x10 with Partial Length Rods (Array/Class 10x10A)	B&W 15x15 (Array/Class 15x15F)
Shielding	GE 7x7	B&W 15x15
~~Fuel Assembly Effective Planar Thermal Conductivity~~	~~GE-11 9x9~~	~~W 17x17 OFA~~
~~Fuel Basket Effective Axial Thermal Conductivity~~	~~GE 7x7~~	~~W 14x14 OFA~~
~~MPC Density and Heat Capacity~~	~~Dresden 6x6~~	~~W 14x14 OFA~~
~~MPC Fuel Basket Axial Resistance to Thermosiphon Flow~~	~~GE-11 9x9~~~~*GE-12/14 10x10*~~	~~W 17x17 OFA~~
Thermal-Hydraulic	*GE-12/14 10x10*	*W 17x17 OFA*

Table 2.1.6 through 2.1.8

TABLES INTENTIONALLY DELETED

Table 2.1.9

SUGGESTED PWR UPPER AND LOWER FUEL SPACER LENGTHS

Fuel Assembly Type	**Assembly Length w/o NFH[1] (in.)**	**Location of Active Fuel from Bottom (in.)**	**Max. Active Fuel Length (in.)**	**Upper Fuel Spacer Length (in.)**	**Lower Fuel Spacer Length (in.)**
CE 14x14	157	4.1	137	9.5	10.0
CE 16x16	176.8	4.7	150	0	0
BW 15x15	165.7	8.4	141.8	6.7	4.1
W 17x17 OFA	159.8	3.7	144	8.2	8.5
W 17x17 Std	159.8	3.7	144	8.2	8.5
W 17x17 V5H	160.1	3.7	144	7.9	8.5
W 15x15	159.8	3.7	144	8.2	8.5
W 14x14 Std	159.8	3.7	145.2	9.2	7.5
W 14x14 OFA	159.8	3.7	144	8.2	8.5
Ft. Calhoun	146	6.6	128	10.25	20.25
St. Lucie 2	158.2	5.2	136.7	10.25	8.05
B&W 15x15 SS	137.1	3.873	120.5	19.25	19.25
W 15x15 SS	137.1	3.7	122	19.25	19.25
W 14x14 SS	137.1	3.7	120	19.25	19.25
Indian Point 1	137.2	17.705	101.5	18.75	20.0

Note: Each user shall specify the fuel spacer length based on their fuel assembly length, presence of a DFC, and allowing an approximate two to 2-1/2 inch gap under the MPC lid. Fuel spacers shall be sized to ensure that the active fuel region of intact fuel assemblies remains within the neutron poison region of the MPC basket with water in the MPC.

[1] NFH is an abbreviation for non-fuel hardware, including control components. Fuel assemblies with control components may require shorter fuel spacers.

Table 2.1.10

SUGGESTED BWR UPPER AND LOWER FUEL SPACER LENGTHS

Fuel Assembly Type	Assembly Length (in.)	Location of Active Fuel from Bottom (in.)	Max. Active Fuel Length (in.)	Upper Fuel Spacer Length (in.)	Lower Fuel Spacer Length (in.)
GE/2-3	171.2	7.3	150	4.8	0
GE/4-6	176.2	7.3	150	0	0
Dresden 1	134.4	11.2	110	18.0	28.0
Humboldt Bay	95.0	8.0	79	40.5	40.5
Dresden 1 Damaged Fuel or Fuel Debris	142.1†	11.2	110	17.0	16.9
Humboldt Bay Damaged Fuel or Fuel Debris	105.5†	8.0	79	35.25	35.25
LaCrosse	102.5	10.5	83	37.0	37.5

Note: Each user shall specify the fuel spacer length based on their fuel assembly length, presence of a DFC, and allowing an approximate two to 2-1/2 inch gap under the MPC lid. Fuel spacers shall be sized to ensure that the active fuel region of intact fuel assemblies remains within the neutron poison region of the MPC basket with water in the MPC.

† Fuel assembly length includes the damaged fuel container.

Table 2.1.11

NORMALIZED DISTRIBUTION BASED ON BURNUP PROFILE

PWR DISTRIBUTION[1]		
Interval	**Axial Distance From Bottom of Active Fuel (% of Active Fuel Length)**	**Normalized Distribution**
1	0% to 4-1/6%	0.5485
2	4-1/6% to 8-1/3%	0.8477
3	8-1/3% to 16-2/3%	1.0770
4	16-2/3% to 33-1/3%	1.1050
5	33-1/3% to 50%	1.0980
6	50% to 66-2/3%	1.0790
7	66-2/3% to 83-1/3%	1.0501
8	83-1/3% to 91-2/3%	0.9604
9	91-2/3% to 95-5/6%	0.7338
10	95-5/6% to 100%	0.4670

BWR DISTRIBUTION[2]		
Interval	**Axial Distance From Bottom of Active Fuel (% of Active Fuel Length)**	**Normalized Distribution**
1	0% to 4-1/6%	0.2200
2	4-1/6% to 8-1/3%	0.7600
3	8-1/3% to 16-2/3%	1.0350
4	16-2/3% to 33-1/3%	1.1675
5	33-1/3% to 50%	1.1950
6	50% to 66-2/3%	1.1625
7	66-2/3% to 83-1/3%	1.0725
8	83-1/3% to 91-2/3%	0.8650
9	91-2/3% to 95-5/6%	0.6200
10	95-5/6% to 100%	0.2200

1 Reference 2.1.7
2 Reference 2.1.8

Table 2.1.12

DESIGN CHARACTERISTICS FOR THORIA RODS IN D-1 THORIA ROD CANISTERS

PARAMETER	**MPC-68 or MPC-68F**
Cladding Type	Zircaloy
Composition	98.2 wt.% ThO_2, 1.8 wt.% UO_2 with an enrichment of 93.5 wt. % ^{235}U
Number of Rods Per Thoria Canister	$\leq$ 18
Decay Heat Per Thoria Canister	$\leq$ 115 watts
Post-Irradiation Fuel Cooling Time and Average Burnup Per Thoria Canister	Cooling time $\geq$ 18 years and average burnup $\leq$ 16,000 MWD/MTIHM
Initial Heavy Metal Weight	$\leq$ 27 kg/canister
Fuel Cladding O.D.	$\geq$ 0.412 inches
Fuel Cladding I.D.	$\leq$ 0.362 inches
Fuel Pellet O.D.	$\leq$ 0.358 inches
Active Fuel Length	$\leq$ 111 inches
Canister Weight	$\leq$ 550 lbs., including Thoria Rods
Canister Material	Type 304 SS

Table 2.1.13

[INTENTIONALLY DELETED]

~~MPC Fuel Loading Regions~~

~~**MPC MODEL**~~	~~**REGION 1 FUEL STORAGE LOCATIONS***~~	~~**REGION 2 FUEL STORAGE LOCATIONS**~~
~~MPC-24, 24E and 24EF~~	~~9, 10, 15, and 16~~	~~All Other Locations~~
~~MPC-32/32F~~	~~7, 8,~~ ~~12 through 15,~~ ~~18 through 21,~~ ~~25, and 26~~	~~All Other Locations~~
~~MPC-68/68F/68FF~~	~~11 through 14,~~ ~~18 through 23,~~ ~~27 through 32,~~ ~~37 through 42,~~ ~~46 through 51,~~ ~~55 through 58~~	~~All Other Locations~~

~~*Note: Refer to Figures 1.2.2 through 1.2.4~~

Table 2.1.14

Soluble Boron Requirements for MPC-24/24E/24EF Fuel Wet Loading and Unloading Operations

MPC MODEL	**FUEL ASSEMBLY MAXIMUM AVERAGE ENRICHMENT (wt % ^{235}U)**	**MINIMUM SOLUBLE BORON CONCENTRATION (ppmb)**
MPC-24	All fuel assemblies with initial enrichment[1] less than the prescribed value for soluble boron credit	0
MPC-24	One or more fuel assemblies with an initial enrichment[1] greater than or equal to the prescribed value for no soluble boron credit and ≤ 5.0 wt. %	≥ 400
MPC-24E/24EF	All fuel assemblies with initial enrichment[1] less than the prescribed value for soluble boron credit	0
MPC-24E/24EF	All fuel assemblies classified as intact fuel assemblies and one or more fuel assemblies with an initial enrichment[1] greater than or equal to the prescribed value for no soluble boron credit and ≤ 5.0 wt. %	≥ 300
MPC-24E/24EF	One or more fuel assemblies classified as damaged fuel or fuel debris and one or more fuel assemblies with initial enrichment > 4.0 wt.% and ≤ 5.0 wt.%	≥ 600

[1]Refer to Table 2.1.3 for these enrichments.

Table 2.1.15

MINIMUM BORAL ^{10}B LOADING IN NEUTRON ABSORBER PANELS

MPC MODEL	MINIMUM ^{10}B LOADING (g/cm^2)	
	Boral Neutron Absorber Panels	**METAMIC Neutron Absorber Panels**
MPC-24	0.0267	0.0223
MPC-24E and MPC-24EF	0.0372	0.0310
MPC-32/32F	0.0372	0.0310
MPC-68 and MPC-68FF	0.0372	0.0310
MPC-68F	0.01	N/A (Note 1)

Notes:

1. All MPC-68F canisters are equipped with Boral neutron absorber panels.

Table 2.1.16

Soluble Boron Requirements for MPC-32 and MPC-32F Wet Loading and Unloading Operations

Fuel Assembly Array/Class	**All Intact Fuel Assemblies**		**One or More Damaged Fuel Assemblies or Fuel Debris**	
	Initial Enrichment **≤ 4.1 wt.% ^{235}U (ppmb)**	Initial Enrichment **> 4.1 wt.% and ≤ 5.0 wt.% ^{235}U (ppmb)**	Initial Enrichment **≤ 4.1 wt.% ^{235}U (ppmb)**	Initial Enrichment **> 4.1 wt.% and ≤ 5.0 wt.% ^{235}U (ppmb)**
14x14A/B/C/D/E	1,300	1,900	1,500	2,300
15x15A/B/C/G	1,800	2,500	1,900	2,700
15x15D/E/F/H	1,900	2,600	2,100	2,900
16x16A	1,*400*~~300~~	*2,000*~~1,900~~	1,500	2,300
17x17A/B/C	1,900	2,600	2,100	2,900

Table 2.1.17

LIMITS FOR MATERIAL TO BE STORED IN MPC-24

PARAMETER	VALUE
Fuel Type	Uranium oxide, PWR intact fuel assemblies meeting the limits in Table 2.1.3 for the applicable array/class
Cladding Type	ZR or Stainless Steel (SS) as specified in Table 2.1.3 for the applicable array/class
Maximum Initial Enrichment per Assembly	As specified in Table 2.1.3 for the applicable array/class
Post-irradiation Cooling Time and Average Burnup per Assembly	ZR clad: As specified in Section 2.1.9.1 SS clad: $\geq$ 8 years and $\leq$ 40,000 MWD/MTU
Decay Heat Per Fuel Storage Location	ZR clad: As specified in Section 2.1.9.1 SS clad: $\leq$ 710 Watts
Non-Fuel Hardware Burnup and Cooling Time	As specified in Table 2.1.25
Fuel Assembly Length	$\leq$ 176.8 in. (nominal design)
Fuel Assembly Width	$\leq$ 8.54 in. (nominal design)
Fuel Assembly Weight	*$\leq$ 1,720 lbs (including non-fuel hardware) for array/classes that do not require fuel spacers, otherwise* $\leq$ 1,680 lbs (including non-fuel hardware)
Other Limitations	▪ Quantity is limited to up to 24 PWR intact fuel assemblies. ▪ Neutron sources, damaged fuel assemblies and fuel debris are not permitted for storage in MPC-24. ▪ *CRAs, RCCAs, CEAs,* BPRAs, TPDs, WABAs, water displacement guide tube plugs, orifice rod assemblies, and/or vibration suppressor inserts may be stored with fuel assemblies in any fuel cell location. ▪ ~~CRAs, RCCAs, CEAs, and/or~~ APSRs may be stored with fuel assemblies in fuel cell locations 9, 10, 15, and/or 16 ▪ Soluble boron requirements during wet loading and unloading are specified in Table 2.1.14.

Table 2.1.18

~~LIMITS FOR MATERIAL TO BE STORED IN MPC-68~~

INTENTIONALLY DELETED

~~**PARAMETER**~~	~~**VALUE (Note 1)**~~			
~~Fuel Type(s)~~	~~Uranium oxide, BWR intact fuel assemblies meeting the limits in Table 2.1.4 for the applicable array/class, with or without channels~~	~~Uranium oxide, BWR damaged fuel assemblies meeting the limits in Table 2.1.4 for the applicable array/class, with or without channels, placed in Damaged Fuel Containers (DFCs)~~	~~Mixed Oxide (MOX) BWR intact fuel assemblies meeting the limits in Table 2.1.4 for array/class 6x6B, with or without channels~~	~~Mixed Oxide (MOX) BWR damaged fuel assemblies meeting the limits in Table 2.1.4 for array/class 6x6B, with or without channels, placed in Damaged Fuel Containers (DFCs)~~
~~Cladding Type~~	~~ZR or Stainless Steel (SS) as specified in Table 2.1.4 for the applicable array/class~~	~~ZR or Stainless Steel (SS) as specified in Table 2.1.4 for the applicable array/class~~	~~ZR~~	~~ZR~~
~~Maximum Initial Planar-Average Enrichment per Assembly and Rod Enrichment~~	~~As specified in Table 2.1.4 for the applicable array/class~~	~~Planar Average:~~ ~~$\leq$ 2.7 wt% ^{235}U for array/classes 6x6A, 6x6C, 7x7A, and 8x8A;~~ ~~$\leq$ 4.0 wt% ^{235}U for all other array/classes~~ ~~Rod:~~ ~~As specified in Table 2.1.4~~	~~As specified in Table 2.1.4 for array/class 6x6B~~	~~As specified in Table 2.1.4 for array/class 6x6B~~

~~Table 2.1.18~~

~~LIMITS FOR MATERIAL TO BE STORED IN MPC-68~~

~~**PARAMETER**~~	~~**VALUE (Note 1)**~~			
~~Post-irradiation Cooling Time and Average Burnup per Assembly~~	~~ZR clad: As specified in Section 2.1.9.1; except as provided in Notes 2 and 3.~~ ~~SS clad: Note 4~~	~~ZR clad: As specified in Section 2.1.9.1; except as provided in Notes 2 and 3.~~ ~~SS clad: Note 4.~~	~~Cooling time ≥ 18 years and average burnup ≤ 30,000 MWD/MTIHM.~~	~~Cooling time ≥ 18 years and average burnup ≤ 30,000 MWD/MTIHM.~~
~~Decay Heat Per Fuel Storage Location~~	~~ZR clad: As specified in Section 2.1.9.1; except as provided in Notes 2 and 3.~~ ~~SS clad: ≤ 95 Watts~~	~~ZR clad: As specified in Section 2.1.9.1; except as provided in Notes 2 and 3.~~ ~~SS clad: ≤ 95 Watts~~	~~≤ 115 Watts~~	~~≤ 115 Watts~~
~~Fuel Assembly Length~~	~~≤ 176.5 in. (nominal design)~~	~~Array/classes 6x6A, 6x6C, 7x7A, and 8x8A: ≤ 135.0 in. (nominal design)~~ ~~All Other array/classes: ≤ 176.5 in. (nominal design)~~	~~≤ 135.0 in. (nominal design)~~	~~≤ 135.0 in. (nominal design)~~
~~Fuel Assembly Width~~	~~≤ 5.85 in. (nominal design)~~	~~Array/classes 6x6A, 6x6C, 7x7A, and 8x8A: ≤ 4.7 in. (nominal design)~~ ~~All Other array/classes: ≤ 5.85 in. (nominal design)~~	~~≤ 4.70 in. (nominal design)~~	~~≤ 4.70 in. (nominal design)~~

~~Table 2.1.18 (cont'd)~~

~~LIMITS FOR MATERIAL TO BE STORED IN MPC-68~~

~~PARAMETER~~	**~~VALUE (Note 1)~~**			
~~Fuel Assembly Weight~~	~~≤ 700 lbs. (including channels)~~	~~Array/classes 6x6A, 6x6C, 7x7A, and 8x8A: ≤ 550 lbs. (including channels and DFC)~~ ~~All Other array/classes: ≤ 700 lbs. (including channels and DFC)~~	~~≤ 400 lbs, including channels~~	~~≤ 550 lbs, including channels and DFC~~
~~Other Limitations~~	~~Quantity is limited to up to one (1) Dresden Unit 1 thoria rod canister meeting the specifications listed in Table 2.1.12 plus any combination of array/class 6x6A, 6x6B, 6x6C, 7x7A, and/or 8x8A damaged fuel assemblies in DFCs and intact fuel assemblies up to a total of 68.~~ ~~Up to 16 damaged fuel assemblies from plants other than Dresden Unit 1 or Humboldt Bay may be stored in DFCs in fuel cell locations 1, 2, 3, 8, 9, 16, 25, 34, 35, 44, 53, 60, 61, 66, 67, and/or 68, with the balance comprised of intact fuel assemblies up to a total of 68~~ ~~SS-clad fuel assemblies with stainless steel channels must be stored in fuel cell locations 19 through 22, 28 through 31, 38 through 41, and/or 47 through 50.~~ ~~Dresden Unit 1 fuel assemblies with one antimony-beryllium neutron source are permitted. The antimony-beryllium neutron source material shall be in a water rod location.~~ ▪ ~~Fuel debris is not permitted for storage in MPC-68.~~			

~~Notes:~~

1. ~~A fuel assembly must meet the requirements of any one column and the other limitations to be authorized for storage.~~

2. ~~Array/class 6x6A, 6x6C, 7x7A, and 8x8A fuel assemblies shall have a cooling time ≥ 18 years, an average burnup ≤ 30,000 MWD/MTU, and a maximum decay heat ≤ 115 Watts.~~

3. ~~Array/class 8x8F fuel assemblies shall have a cooling time ≥ 10 years, an average burnup ≤ 27,500 MWD/MTU, and a maximum decay ≤ 183.5 Watts.~~

4. ~~SS-clad fuel assemblies shall have a cooling time ≥ 10 years, and an average burnup ≤ 22,500 MWD/MTU.~~

Table 2.1.19

LIMITS FOR MATERIAL TO BE STORED IN MPC-68F

PARAMETER	VALUE (Notes 1 and 2)			
Fuel Type(s)	Uranium oxide, BWR intact fuel assemblies meeting the limits in Table 2.1.4 for array/class 6x6A, 6x6C, 7x7A, or 8x8A, with or without Zircaloy channels	Uranium oxide, BWR damaged fuel assemblies or fuel debris meeting the limits in Table 2.1.4 for array/class 6x6A, 6x6C, 7x7A, or 8x8A, with or without Zircaloy channels, placed in Damaged Fuel Containers (DFCs)	Mixed Oxide (MOX) BWR intact fuel assemblies meeting the limits in Table 2.1.4 for array/class 6x6B, with or without Zircaloy channels	Mixed Oxide (MOX) BWR damaged fuel assemblies or fuel debris meeting the limits in Table 2.1.4 for array/class 6x6B, with or without Zircaloy channels, placed in Damaged Fuel Containers (DFCs))
Cladding Type	ZR	ZR	ZR	ZR
Maximum Initial Planar-Average Enrichment per Assembly and Rod Enrichment	As specified in Table 2.1.4 for the applicable array/class	As specified in Table 2.1.4 for the applicable array/class	As specified in Table 2.1.4 for array/class 6x6B	As specified in Table 2.1.4 for array/class 6x6B
Post-irradiation Cooling Time, Average Burnup, and Minimum Initial Enrichment per Assembly	Cooling time $\geq$ 18 years and average burnup $\leq$ 30,000 MWD/MTU.	Cooling time $\geq$ 18 years and average burnup $\leq$ 30,000 MWD/MTU.	Cooling time $\geq$ 18 years and average burnup $\leq$ 30,000 MWD/MTIHM.	Cooling time $\geq$ 18 years and average burnup $\leq$ 30,000 MWD/MTIHM.
Decay Heat Per Fuel Storage Location	$\leq$ 115 Watts	$\leq$ 115 Watts	$\leq$ 115 Watts	$\leq$ 115 Watts
Fuel Assembly Length	$\leq$ 135.0 in. (nominal design)	$\leq$ 135.0 in. (nominal design)	$\leq$ 135.0 in. (nominal design)	$\leq$ 135.0 in. (nominal design)
Fuel Assembly Width	$\leq$ 4.70 in. (nominal design)	$\leq$ 4.70 in. (nominal design)	$\leq$ 4.70 in. (nominal design)	$\leq$ 4.70 in. (nominal design)
Fuel Assembly Weight	$\leq$ 400 lbs, (including channels)	$\leq$ 550 lbs, (including channels and DFC)	$\leq$ 400 lbs, (including channels)	$\leq$ 550 lbs, (including channels and DFC)

Table 2.1.19 (cont'd)

LIMITS FOR MATERIAL TO BE STORED IN MPC-68F

PARAMETER	VALUE
Other Limitations	▪ Quantity is limited to up to four (4) DFCs containing Dresden Unit 1 or Humboldt Bay uranium oxide or MOX fuel debris. The remaining fuel storage locations may be filled with array/class 6x6A, 6x6B, 6x6C, 7x7A, and 8x8A fuel assemblies of the following type, as applicable: - uranium oxide BWR intact fuel assemblies - MOX BWR intact fuel assemblies - uranium oxide BWR damaged fuel assemblies in DFCs - MOX BWR damaged fuel assemblies in DFCs - up to one (1) Dresden Unit 1 thoria rod canister meeting the specifications listed in Table 2.1.12. ▪ Stainless steel channels are not permitted. ▪ Dresden Unit 1 fuel assemblies with one antimony-beryllium neutron source are permitted. The antimony-beryllium neutron source material shall be in a water rod location.

Notes:

1. A fuel assembly must meet the requirements of any one column and the other limitations to be authorized for storage.

2. Only fuel from the Dresden Unit 1 and Humboldt Bay plants are permitted for storage in the MPC-68F.

Table 2.1.20

LIMITS FOR MATERIAL TO BE STORED IN MPC-24E *AND MPC-24EF*

PARAMETER	VALUE (Note 1)	
Fuel Type	Uranium oxide PWR intact fuel assemblies meeting the limits in Table 2.1.3 for the applicable array/class	Uranium oxide PWR damaged fuel assemblies *and/or fuel debris* meeting the limits in Table 2.1.3 for the applicable array/class, placed in a Damaged Fuel Container (DFC)
Cladding Type	ZR or Stainless Steel (SS) assemblies as specified in Table 2.1.3 for the applicable array/class	ZR or Stainless Steel (SS) assemblies as specified in Table 2.1.3 for the applicable array/class
Maximum Initial Enrichment per Assembly	As specified in Table 2.1.3 for the applicable array/class	As specified in Table 2.1.3 for the applicable array/class
Post-irradiation Cooling Time, and Average Burnup per Assembly	ZR clad: As specified in Section 2.1.9.1 SS clad: $\geq$ 8 yrs and $\leq$ 40,000 MWD/MTU	ZR clad: As specified in Section 2.1.9.1 SS clad: $\geq$ 8 yrs and $\leq$ 40,000 MWD/MTU
Decay Heat Per Fuel Storage Location	ZR clad: As specified in Section 2.1.9.1 SS clad: $\leq$ 710 Watts	ZR clad: As specified in Section 2.1.9.1 SS clad: $\leq$ 710 Watts
Non-fuel hardware post-irradiation Cooling Time and Burnup	As specified in Table 2.1.25	As specified in Table 2.1.25
Fuel Assembly Length	$\leq$ 176.8 in. (nominal design)	$\leq$ 176.8 in. (nominal design)
Fuel Assembly Width	$\leq$ 8.54 in. (nominal design)	$\leq$ 8.54 in. (nominal design)
Fuel Assembly Weight	*$\leq$ 1,720 lbs (including non-fuel hardware) for array/classes that do not require fuel spacers, otherwise* $\leq$ 1680 lbs (including non-fuel hardware)	*$\leq$ 1,720 lbs (including DFC and non-fuel hardware) for array/classes that do not require fuel spacers, otherwise* $\leq$ 1680 lbs (including DFC and non-fuel hardware)

Table 2.1.20 *(cont'd)*

LIMITS FOR MATERIAL TO BE STORED IN MPC-24E *AND MPC-24EF*

PARAMETER	VALUE
Other Limitations	▪ Quantity is limited to up to 24 PWR intact fuel assemblies or up to four (4) damaged fuel assemblies in DFCs may be stored in fuel storage locations 3, 6, 19, and/or 22. The remaining fuel storage locations may be filled with intact fuel assemblies. ▪ Fuel debris and neutron sources are not authorized for storage in the MPC-24E. ▪ *CRAs, RCCAs, CEAs,* BPRAs, TPDs, WABAs, water displacement guide tube plugs, orifice rod assemblies, and/or vibration suppressor inserts may be stored with fuel assemblies in any fuel cell location. ▪ ~~CRAs, RCCAs, CEAs, and/or~~ APSRs may be stored with fuel assemblies in fuel cell locations 9, 10, 15, and/or 16. ▪ Soluble boron requirements during wet loading and unloading are specified in Table 2.1.14.

Notes:

1. A fuel assembly must meet the requirements of any one column and the other limitations to be authorized for storage.

Table 2.1.21

~~LIMITS FOR MATERIAL TO BE STORED IN MPC-32~~
INTENTIONALLY DELETED

~~PARAMETER~~	~~VALUE (Note 1)~~	
~~Fuel Type~~	~~Uranium oxide, PWR intact fuel assemblies meeting the limits in Table 2.1.3 for the applicable fuel assembly array/class.~~	~~Uranium oxide, PWR damaged fuel assemblies meeting the limits in Table 2.1.3 for the applicable fuel assembly array/class.~~
~~Cladding Type~~	~~ZR or Stainless Steel (SS) assemblies as specified in Table 2.1.3 for the applicable array/class~~	~~ZR or Stainless Steel (SS) assemblies as specified in Table 2.1.3 for the applicable array/class~~
~~Maximum Initial Enrichment per Assembly~~	~~As specified in Table 2.1.3 for the applicable fuel assembly array/class~~	~~As specified in Table 2.1.3 for the applicable fuel assembly array/class~~
~~Post-irradiation Cooling Time and Average Burnup per Assembly~~	~~ZR clad: As specified in Section 2.1.9.1~~ ~~SS clad: ≥ 9 years and ≤ 30,000 MWD/MTU or ≥ 20 years and ≤ 40,000 MWD/MTU~~	~~ZR clad: As specified in Section 2.1.9.1~~ ~~SS clad: ≥ 9 years and ≤ 30,000 MWD/MTU or ≥ 20 years and ≤ 40,000 MWD/MTU~~
~~Decay Heat Per Fuel Storage Location~~	~~ZR-clad: As specified in Section 2.1.9.1~~ ~~SS-clad: ≤ 500 Watts~~	~~ZR-clad: As specified in Section 2.1.9.1~~ ~~SS-clad: ≤ 500 Watts~~
~~Non-fuel hardware post-irradiation cooling time and burnup~~	~~As specified in Table 2.1.25~~	~~As specified in Table 2.1.25~~
~~Fuel Assembly Length~~	~~≤ 176.8 in. (nominal design)~~	~~≤ 176.8 in. (nominal design)~~
~~Fuel Assembly Width~~	~~≤ 8.54 in. (nominal design)~~	~~≤ 8.54 in. (nominal design)~~
~~Fuel Assembly Weight~~	~~≤ 1,680 lbs (including non-fuel hardware)~~	~~≤ 1,680 lbs (including DFC and non-fuel hardware)~~

~~Table 2.1.21 (cont'd)~~

~~LIMITS FOR MATERIAL TO BE STORED IN MPC-32~~

~~**PARAMETER**~~	~~**VALUE**~~
~~Other Limits~~	~~Quantity is limited to up to 32 PWR intact fuel assemblies and/or up to eight (8) damaged fuel assemblies in DFCs in fuel cell locations 1, 4, 5, 10, 23, 28, 29, and/or 32, with the balance intact fuel assemblies up to a total of 32.~~ ~~Fuel debris and neutron sources are not permitted for storage in MPC-32.~~ ~~BPRAs, TPDs, WABAs, water displacement guide tube plugs, orifice rod assemblies, and/or vibration suppressor inserts may be stored with fuel assemblies in any fuel cell location.~~ ~~CRAs, RCCAs, CEAs, and/or APSRs may be stored with fuel assemblies in fuel cell locations 13, 14, 19, and/or 20.~~ ~~Soluble boron requirements during wet loading and unloading are specified in Table 2.1.16.~~ ▪

~~NOTES:~~

~~1. A fuel assembly must meet the requirements of any one column and the other limitations to be authorized for storage.~~

Table 2.1.22

LIMITS FOR MATERIAL TO BE STORED IN *MPC-68 AND* MPC-68FF

PARAMETER	VALUE (Note 1)	
Fuel Type	Uranium oxide or MOX BWR intact fuel assemblies meeting the limits in Table 2.1.4 for the applicable array/class, with or without channels.	Uranium oxide or MOX BWR damaged fuel assemblies or fuel debris meeting the limits in Table 2.1.4 for the applicable array/class, with or without channels, in DFCs.
Cladding Type	ZR or Stainless Steel (SS) assemblies as specified in Table 2.1.4 for the applicable array/class	ZR or Stainless Steel (SS) assemblies as specified in Table 2.1.4 for the applicable array/class
Maximum Initial Planar Average Enrichment per Assembly and Rod Enrichment	As specified in Table 2.1.4 for the applicable fuel assembly array/class	Planar Average: $\leq$ 2.7 wt% ^{235}U for array/classes 6x6A, 6x6B, 6x6C, 7x7A, and 8x8A; $\leq$ 4.0 wt% ^{235}U for all other array/classes Rod: As specified in Table 2.1.4
Post-irradiation cooling time and average burnup per Assembly	ZR clad: As specified in Section 2.1.9.1; except as provided in Notes 2 and 3. SS clad: Note 4	ZR clad: As specified in Section 2.1.9.1; except as provided in Notes 2 and 3. SS clad: Note 4.
Decay Heat Per Fuel Storage Location	ZR clad: As specified in Section 2.1.9.1; except as provided in Notes 2 and 3. SS clad: $\leq$ 95 Watts	ZR clad: As specified in Section 2.1.9.1; except as provided in Notes 2 and 3. SS clad: $\leq$ 95 Watts
Fuel Assembly Length	Array/classes 6x6A, 6x6B, 6x6C, 7x7A, and 8x8A: $\leq$ 135.0 in. (nominal design) All Other array/classes: $\leq$ 176.5 in. (nominal design)	Array/classes 6x6A, 6x6B, 6x6C, 7x7A, and 8x8A: $\leq$ 135.0 in. (nominal design) All Other array/classes: $\leq$ 176.5 in. (nominal design)

Table 2.1.22 (cont'd)

LIMITS FOR MATERIAL TO BE STORED IN *MPC-68 AND* MPC-68FF

PARAMETER	**VALUE (Note 1)**	
Fuel Assembly Width	Array/classes 6x6A, 6x6B, 6x6C, 7x7A, and 8x8A: ≤ 4.7 in. (nominal design) All Other array/classes: ≤ 5.85 in. (nominal design)	Array/classes 6x6A, 6x6B, 6x6C, 7x7A, and 8x8A: ≤ 4.7 in. (nominal design) All Other array/classes: ≤ 5.85 in. (nominal design)
Fuel Assembly Weight	Array/classes 6x6A, 6x6B, 6x6C, 7x7A, and 8x8A: ≤ 550 lbs. (including channels) All Other array/classes: ≤ *730*~~700~~ lbs. (including channels)	Array/classes 6x6A, 6x6B, 6x6C, 7x7A, and 8x8A: ≤ 550 lbs. (including channels and DFC) All Other array/classes: ≤ 7*30*~~00~~ lbs. (including channels and DFC)
Other Limitations	▪ Quantity is limited to up to one (1) Up to eight (8) Dresden Unit 1 or Humboldt Bay fuel assemblies classified as fuel debris in DFCs, and any combination of Dresden Unit 1 or Humboldt Bay damaged fuel assemblies in DFCs and intact fuel assemblies up to a total of 68. ▪ Up to 16 damaged fuel assemblies and/or up to eight (8) fuel assemblies classified as fuel debris from plants other than Dresden Unit 1 or Humboldt Bay may be stored in DFCs in MPC-68FF. DFCs shall be located only in fuel cell locations 1, 2, 3, 8, 9, 16, 25, 34, 35, 44, 53, 60, 61, 66, 67, and/or 68, with the balance comprised of intact fuel assemblies meeting the above specifications, up to a total of 68. ▪ SS-clad fuel assemblies with stainless steel channels must be stored in fuel cell locations 19 through 22, 28 through 31, 38 through 41, and/or 47 through 50. ▪ Dresden Unit 1 fuel assemblies with one antimony-beryllium neutron source are permitted. The antimony-beryllium neutron source material shall be in a water rod location.	

NOTES:

1. A fuel assembly must meet the requirements of any one column and the other limitations to be authorized for storage.

2. Array/class 6x6A, 6x6B, 6x6C, 7x7A, and 8x8A fuel assemblies shall have a cooling time ≥ 18 years, an average burnup ≤ 30,000 MWD/MTU, and a maximum decay heat ≤ 115 Watts.

3. Array/class 8x8F fuel assemblies shall have a cooling time ≥ 10 years, an average burnup ≤ 27,500 MWD/MTU, and a maximum decay ≤ 183.5 Watts.

4. SS-clad fuel assemblies shall have a cooling time ≥ 10 years, and an average burnup ≤ 22,500 MWD/MTU.

Table 2.1.23

~~LIMITS FOR MATERIAL TO BE STORED IN MPC-24EF~~
INTENTIONALLY DELETED

~~**PARAMETER**~~	~~**VALUE (Note 1)**~~	
~~Fuel Type~~	~~Uranium oxide PWR intact fuel assemblies meeting the limits in Table 2.1.3 for the applicable array/class~~	~~Uranium oxide PWR damaged fuel assemblies and/or fuel debris meeting the limits in Table 2.1.3 for the applicable array/class, placed in a Damaged Fuel Container (DFC)~~
~~Cladding Type~~	~~ZR or Stainless Steel (SS) assemblies as specified in Table 2.1.3 for the applicable array/class~~	~~ZR or Stainless Steel (SS) assemblies as specified in Table 2.1.3 for the applicable array/class~~
~~Maximum Initial Enrichment per Assembly~~	~~As specified in Table 2.1.3 for the applicable array/class~~	~~As specified in Table 2.1.3 for the applicable array/class~~
~~Post-irradiation Cooling Time, and Average Burnup per Assembly~~	~~ZR clad: As specified in Section 2.1.9.1~~ ~~SS clad: ≥ 8 yrs and ≤ 40,000 MWD/MTU~~	~~ZR clad: As specified in Section 2.1.9.1~~ ~~SS clad: ≥ 8 yrs and ≤ 40,000 MWD/MTU~~
~~Decay Heat Per Fuel Storage Location~~	~~ZR clad: As specified in Section 2.1.9.1~~ ~~SS clad: ≤ 710 Watts~~	~~ZR clad: As specified in Section 2.1.9.1~~ ~~SS clad: ≤ 710 Watts~~
~~Non-fuel hardware post-irradiation Cooling Time and Burnup~~	~~As specified in Table 2.1.25~~	~~As specified in Table 2.1.25~~
~~Fuel Assembly Length~~	~~≤ 176.8 in. (nominal design)~~	~~≤ 176.8 in. (nominal design)~~
~~Fuel Assembly Width~~	~~≤ 8.54 in. (nominal design)~~	~~≤ 8.54 in. (nominal design)~~
~~Fuel Assembly Weight~~	~~≤ 1680 lbs (including non-fuel hardware)~~	~~≤ 1680 lbs (including DFC and non-fuel hardware)~~

~~Table 2.1.23 (cont'd)~~

~~LIMITS FOR MATERIAL TO BE STORED IN MPC-24EF~~

~~**PARAMETER**~~	~~**VALUE**~~
~~Other Limitations~~	▪ ~~Quantity per MPC: up to 24 PWR intact fuel assemblies or up to four (4) damaged fuel assemblies and/or fuel classified as fuel debris in DFCs may be stored in fuel storage locations 3, 6, 19, and/or 22. The remaining fuel storage locations may be filled with intact fuel assemblies.~~ ▪ ~~Neutron sources are not authorized for storage in the MPC-24EF.~~ ▪ ~~BPRAs, TPDs, WABAs, water displacement guide tube plugs, orifice rod assemblies, and/or vibration suppressor inserts may be stored with fuel assemblies in any fuel cell location.~~ ▪ ~~CRAs, RCCAs, CEAs, and/or APSRs may be stored with fuel assemblies in fuel cell locations 9, 10, 15, and/or 16.~~ ▪ ~~Soluble boron requirements during wet loading and unloading are specified in Table 2.1.14.~~

~~Notes:~~

1. ~~A fuel assembly must meet the requirements of any one column and the other limitations to be authorized for storage.~~

Table 2.1.24

LIMITS FOR MATERIAL TO BE STORED IN *MPC-32 AND* MPC-32F

PARAMETER	VALUE (Note 1)	
Fuel Type	Uranium oxide, PWR intact fuel assemblies meeting the limits in Table 2.1.3 for the applicable fuel assembly array/class	Uranium oxide, PWR damaged fuel assemblies and fuel debris in DFCs meeting the limits in Table 2.1.3 for the applicable fuel assembly array/class
Cladding Type	ZR or Stainless Steel (SS) as specified in Table 2.1.3 for the applicable fuel assembly array/class	ZR or Stainless Steel (SS) as specified in Table 2.1.3 for the applicable fuel assembly array/class
Maximum Initial Enrichment per Assembly	As specified in Table 2.1.3	As specified in Table 2.1.3
Post-irradiation Cooling Time, Average Burnup, and Minimum Initial Enrichment per Assembly	ZR clad: As specified in Section 2.1.9.1 SS clad: $\geq$ 9 years and $\leq$ 30,000 MWD/MTU or $\geq$ 20 years and $\leq$ 40,000MWD/MTU	ZR clad: As specified in Section 2.1.9.1 SS clad: $\geq$ 9 years and $\leq$ 30,000 MWD/MTU or $\geq$ 20 years and $\leq$ 40,000MWD/MTU
Decay Heat Per Fuel Storage Location	ZR clad: As specified in Section 2.1.9.1 SS clad: $\leq$ 500 Watts	ZR clad: As specified in Section 2.1.9.1 SS clad: $\leq$ 500 Watts
Non-fuel hardware post-irradiation Cooling Time and Burnup	As specified in Table 2.1.25	As specified in Table 2.1.25
Fuel Assembly Length	$\leq$ 176.8 in. (nominal design)	$\leq$ 176.8 in. (nominal design)
Fuel Assembly Width	$\leq$ 8.54 in. (nominal design)	$\leq$ 8.54 in. (nominal design)
Fuel Assembly Weight	*$\leq$ 1,720 lbs (including non-fuel hardware) for array/classes that do not require fuel spacers, otherwise* $\leq$ 1,680 lbs (including non-fuel hardware)	*$\leq$ 1,720 lbs (including DFC and non-fuel hardware) for array/classes that do not require fuel spacers, otherwise* $\leq$ 1,680 lbs (including DFC and non-fuel hardware)

Table 2.1.24 (cont'd)

LIMITS FOR MATERIAL TO BE STORED IN *MPC-32 AND* MPC-32F

PARAMETER	VALUE
Other Limitations	▪ Quantity is limited to up to 32 PWR intact fuel assemblies and/or up to eight (8) damaged fuel assemblies in DFCs in fuel cell locations 1, 4, 5, 10, 23, 28, 29, and/or 32, with the balance intact fuel assemblies up to a total of 32. ▪ Neutron sources are not permitted for storage in MPC-32. ▪ *CRAs, RCCAs, CEAs,*BPRAs, TPDs, WABAs, water displacement guide tube plugs, orifice rod assemblies, and/or vibration suppressor inserts may be stored with fuel assemblies in any fuel cell location. ▪ ~~CRAs, RCCAs, CEAs, and/or~~ APSRs may be stored with fuel assemblies in fuel cell locations *7, 8, 12-15, 18-21, 25, and/or 26*~~13, 14, 19, and/or 20~~. ▪ Soluble boron requirements during wet loading and unloading are specified in Table 2.1.16.

NOTES:

1. A fuel assembly must meet the requirements of any one column and the other limitations to be authorized for storage.

Table 2.1.25

NON-FUEL HARDWARE BURNUP AND COOLING TIME LIMITS (Notes 1, 2, and 3)

Post-irradiation Cooling Time (yrs)	Inserts (Note 4) Maximum Burnup (MWD/MTU)	Guide Tube Hardware (Note 5) Maximum Burnup (MWD/MTU)	Control Component (Note 6) Maximum Burnup (MWD/MTU)	APSR Maximum Burnup (MWD/MTU)
≥ 3	≤ 24,635	N/A (Note 7)	N/A	N/A
≥ 4	≤ 30,000	≤ 20,000	N/A	N/A
≥ 5	≤ 36,748	≤ 25,000	≤ 630,000	≤ 45,000
≥ 6	≤ 44,102	≤ 30,000	-	≤ 54,500
≥ 7	≤ 52,900	≤ 40,000	-	≤ 68,000
≥ 8	≤ 60,000	≤ 45,000	-	≤ 83,000
≥ 9	-	≤ 50,000	-	≤ 111,000
≥ 10	-	≤ 60,000	-	≤ 180,000
≥ 11	-	≤ 75,000	-	≤ 630,000
≥ 12	-	≤ 90,000	-	-
≥ 13	-	≤ 180,000	-	-
≥ 14	-	≤ 630,000	-	-

NOTES:

1. Burnups for non-fuel hardware are to be determined based on the burnup and uranium mass of the fuel assemblies in which the component was inserted during reactor operation.

2. Linear interpolation between points is permitted, except that TPD and APSR burnups > 180,000 MWD/MTU and ≤ 630,000 MWD/MTU must be cooled ≥ 14 years and ≥ 11 years, respectively.

3. Applicable to uniform loading and regionalized loading.

4. Includes Burnable Poison Rod Assemblies (BPRAs), Wet Annular Burnable Absorbers (WABAs), and vibration suppressor inserts.

5. Includes Thimble Plug Devices (TPDs), water displacement guide tube plugs, and orifice rod assemblies.

6. Includes Control Rod Assemblies (CRAs), Control Element Assemblies (CEAs), and Rod Cluster Control Assemblies (RCCAs).

7. N/A means not authorized for loading at this cooling time.

Table 2.1.26

DESIGN HEAT EMISSION RATES ~~MAXIMUM ALLOWABLE DECAY HEAT PER FUEL STORAGE LOCATION~~
(UNIFORM LOADING~~, ZR-CLAD~~)

~~**MPC Model**~~	~~**Decay Heat per Fuel Assembly (kW)**~~
~~Intact Fuel Assemblies~~	
~~MPC-24~~	~~≤ 1.157~~
~~MPC-24E/24EF~~	~~≤ 1.173~~
~~MPC-32/32F~~	~~≤ 0.898~~
~~MPC-68/68FF~~	~~≤ 0.414~~
~~Damaged Fuel Assemblies and Fuel Debris~~	
~~MPC-24~~	~~≤ 1.099~~
~~MPC-24E/24EF~~	~~≤ 1.114~~
~~MPC-32/32F~~	~~≤ 0.718~~
~~MPC-68/68FF~~	~~≤ 0.393~~

MPC	*Decay Heat (kW)*	
	Per Fuel Assembly	*MPC*
MPC-24/24E/24EF	*1.416*	*34*
MPC-32/32F	*1.062*	*34*
MPC-68/68FF	*0.5*	*34*

Table 2.1.27

MPC FUEL STORAGE REGIONS~~ AND MAXIMUM DECAY HEAT~~

~~**MPC Model**~~	~~**Number of Fuel Storage Locations in Inner and Outer Regions**~~	~~**Inner Region Maximum Decay Heat per Assembly (kW)**~~	~~**Outer Region Maximum Decay Heat per Assembly*MPC* (kW)**~~
~~MPC-24~~	~~4 and 20~~	~~1.470~~	~~0.900~~
~~MPC-24E/24EF~~	~~4 and 20~~	~~1.540~~	~~0.900~~
~~MPC-32/32F~~	~~12 and 20~~	~~1.131~~	~~0.600~~
~~MPC-68/68FF~~	~~32 and 36~~	~~0.500~~	~~0.275~~

~~Note: These limits apply to intact fuel assemblies, damaged fuel assemblies and fuel debris.~~

MPC	*Number of Storage Cells*		*Storage Cell IDs***	
	Inner Region (n_1)	*Outer Region (n_2)*	*Inner Region*	*Outer Region*
MPC-24/24E/24EF	*12*	*12*	*4, 5 8 through 11 14 through 17 20 and 21*	*All other locations*
MPC-32/32F	*12*	*20*	*7, 8, 12 through 15, 18 through 21, 25 and 26*	*All other locations*
MPC-68/68FF	*32*	*36*	*11 through 14, 18 through 23, 27 through 32, 37 through 42, 46 through 51, 55 through 58*	*All other locations*
*** See Figures 1.2.2 through 1.2.4 for storage cell numbering*				

Table 2.1.28

PWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 14x14A**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	*19311.5*	*275.367*	*-59.0252*	*-139.41*	*2851.12*	*-451.845*	*-615.413*
≥ 4	*33865.9*	*-5473.03*	*851.121*	*-132.739*	*3408.58*	*-656.479*	*-609.523*
≥ 5	*46686.2*	*-13226.9*	*2588.39*	*-150.149*	*3871.87*	*-806.533*	*-90.2065*
≥ 6	*56328.9*	*-20443.2*	*4547.38*	*-176.815*	*4299.19*	*-927.358*	*603.192*
≥ 7	*64136*	*-27137.5*	*6628.18*	*-200.933*	*4669.22*	*-1018.94*	*797.162*
≥ 8	*71744.1*	*-34290.3*	*9036.9*	*-214.249*	*4886.95*	*-1037.59*	*508.703*
≥ 9	*77262*	*-39724.2*	*11061*	*-228.2*	*5141.35*	*-1102.05*	*338.294*
≥ 10	*82939.8*	*-45575.6*	*13320.2*	*-233.691*	*5266.25*	*-1095.94*	*-73.3159*
≥ 11	*86541*	*-49289.6*	*14921.7*	*-242.092*	*5444.54*	*-1141.6*	*-83.0603*
≥ 12	*91383*	*-54456.7*	*17107*	*-242.881*	*5528.7*	*-1149.2*	*-547.579*
≥ 13	*95877.6*	*-59404.7*	*19268*	*-240.36*	*5524.35*	*-1094.72*	*-933.64*
≥ 14	*97648.3*	*-61091.6*	*20261.7*	*-244.234*	*5654.56*	*-1151.47*	*-749.836*
≥ 15	*102533*	*-66651.5*	*22799.7*	*-240.858*	*5647.05*	*-1120.32*	*-1293.34*
≥ 16	*106216*	*-70753.8*	*24830.1*	*-237.04*	*5647.63*	*-1099.12*	*-1583.89*
≥ 17	*109863*	*-75005*	*27038*	*-234.299*	*5652.45*	*-1080.98*	*-1862.07*
≥ 18	*111460*	*-76482.3*	*28076.5*	*-234.426*	*5703.52*	*-1104.39*	*-1695.77*
≥ 19	*114916*	*-80339.6*	*30126.5*	*-229.73*	*5663.21*	*-1065.48*	*-1941.83*
≥ 20	*119592*	*-86161.5*	*33258.2*	*-227.256*	*5700.49*	*-1100.21*	*-2474.01*

Table 2.1.28 (cont'd)

PWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 14x14B**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	*18036.1*	*63.7639*	*-24.7251*	*-130.732*	*2449.87*	*-347.748*	*-858.192*
≥ 4	*30303.4*	*-4304.2*	*598.79*	*-118.757*	*2853.18*	*-486.453*	*-459.902*
≥ 5	*40779.6*	*-9922.93*	*1722.83*	*-138.174*	*3255.69*	*-608.267*	*245.251*
≥ 6	*48806.7*	*-15248.9*	*3021.47*	*-158.69*	*3570.24*	*-689.876*	*833.917*
≥ 7	*55070.5*	*-19934.6*	*4325.62*	*-179.964*	*3870.33*	*-765.849*	*1203.89*
≥ 8	*60619.6*	*-24346*	*5649.29*	*-189.701*	*4042.23*	*-795.324*	*1158.12*
≥ 9	*64605.7*	*-27677.1*	*6778.12*	*-205.459*	*4292.35*	*-877.966*	*1169.88*
≥ 10	*69083.8*	*-31509.4*	*8072.42*	*-206.157*	*4358.01*	*-875.041*	*856.449*
≥ 11	*72663.2*	*-34663.9*	*9228.96*	*-209.199*	*4442.68*	*-889.512*	*671.567*
≥ 12	*74808.9*	*-36367*	*9948.88*	*-214.344*	*4571.29*	*-942.418*	*765.261*
≥ 13	*78340.3*	*-39541.1*	*11173.8*	*-212.8*	*4615.06*	*-957.833*	*410.807*
≥ 14	*81274.8*	*-42172.3*	*12259.9*	*-209.758*	*4626.13*	*-958.016*	*190.59*
≥ 15	*83961.4*	*-44624.5*	*13329.1*	*-207.697*	*4632.16*	*-952.876*	*20.8575*
≥ 16	*84968.5*	*-44982.1*	*13615.8*	*-207.171*	*4683.41*	*-992.162*	*247.54*
≥ 17	*87721.6*	*-47543.1*	*14781.4*	*-203.373*	*4674.3*	*-988.577*	*37.9689*
≥ 18	*90562.9*	*-50100.4*	*15940.4*	*-198.649*	*4651.64*	*-982.459*	*-247.421*
≥ 19	*93011.6*	*-52316.6*	*17049.9*	*-194.964*	*4644.76*	*-994.63*	*-413.021*
≥ 20	*95567.8*	*-54566.6*	*18124*	*-190.22*	*4593.92*	*-963.412*	*-551.983*

Table 2.1.28 (cont'd)

PWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 14x14C**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	*18263.7*	*174.161*	*-57.6694*	*-138.112*	*2539.74*	*-369.764*	*-1372.33*
≥ 4	*30514.5*	*-4291.52*	*562.37*	*-124.944*	*2869.17*	*-481.139*	*-889.883*
≥ 5	*41338*	*-10325.7*	*1752.96*	*-141.247*	*3146.48*	*-535.709*	*-248.078*
≥ 6	*48969.7*	*-15421.3*	*2966.33*	*-163.574*	*3429.74*	*-587.225*	*429.331*
≥ 7	*55384.6*	*-20228.9*	*4261.47*	*-180.846*	*3654.55*	*-617.255*	*599.251*
≥ 8	*60240.2*	*-24093.2*	*5418.86*	*-199.974*	*3893.72*	*-663.995*	*693.934*
≥ 9	*64729*	*-27745.7*	*6545.45*	*-205.385*	*3986.06*	*-650.124*	*512.528*
≥ 10	*68413.7*	*-30942.2*	*7651.29*	*-216.408*	*4174.71*	*-702.931*	*380.431*
≥ 11	*71870.6*	*-33906.7*	*8692.81*	*-218.813*	*4248.28*	*-704.458*	*160.645*
≥ 12	*74918.4*	*-36522*	*9660.01*	*-218.248*	*4283.68*	*-696.498*	*-29.0682*
≥ 13	*77348.3*	*-38613.7*	*10501.8*	*-220.644*	*4348.23*	*-702.266*	*-118.646*
≥ 14	*79817.1*	*-40661.8*	*11331.2*	*-218.711*	*4382.32*	*-710.578*	*-236.123*
≥ 15	*82354.2*	*-42858.3*	*12257.3*	*-215.835*	*4405.89*	*-718.805*	*-431.051*
≥ 16	*84787.2*	*-44994.5*	*13185.9*	*-213.386*	*4410.99*	*-711.437*	*-572.104*
≥ 17	*87084.6*	*-46866.1*	*14004.8*	*-206.788*	*4360.3*	*-679.542*	*-724.721*
≥ 18	*88083.1*	*-47387.1*	*14393.4*	*-208.681*	*4420.85*	*-709.311*	*-534.454*
≥ 19	*90783.6*	*-49760.6*	*15462.7*	*-203.649*	*4403.3*	*-705.741*	*-773.066*
≥ 20	*93212*	*-51753.3*	*16401.5*	*-197.232*	*4361.65*	*-692.925*	*-964.628*

Table 2.1.28 (cont'd)

PWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 15x15A/B/C**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	*15037.3*	*108.689*	*-18.8378*	*-127.422*	*2050.02*	*-242.828*	*-580.66*
≥ 4	*25506.6*	*-2994.03*	*356.834*	*-116.45*	*2430.25*	*-350.901*	*-356.378*
≥ 5	*34788.8*	*-7173.07*	*1065.9*	*-124.785*	*2712.23*	*-424.681*	*267.705*
≥ 6	*41948.6*	*-11225.3*	*1912.12*	*-145.727*	*3003.29*	*-489.538*	*852.112*
≥ 7	*47524.9*	*-14770.9*	*2755.16*	*-165.889*	*3253.9*	*-542.7*	*1146.96*
≥ 8	*52596.9*	*-18348.8*	*3699.72*	*-177.17*	*3415.69*	*-567.012*	*1021.41*
≥ 9	*56055.4*	*-20837.1*	*4430.93*	*-192.168*	*3625.93*	*-623.325*	*1058.61*
≥ 10	*59611.3*	*-23402.1*	*5179.52*	*-195.105*	*3699.18*	*-626.448*	*868.517*
≥ 11	*62765.3*	*-25766.5*	*5924.71*	*-195.57*	*3749.91*	*-627.139*	*667.124*
≥ 12	*65664.4*	*-28004.8*	*6670.75*	*-195.08*	*3788.33*	*-628.904*	*410.783*
≥ 13	*67281.7*	*-29116.7*	*7120.59*	*-202.817*	*3929.38*	*-688.738*	*492.309*
≥ 14	*69961.4*	*-31158.6*	*7834.02*	*-197.988*	*3917.29*	*-677.565*	*266.561*
≥ 15	*72146*	*-32795.7*	*8453.67*	*-195.083*	*3931.47*	*-681.037*	*99.0606*
≥ 16	*74142.6*	*-34244.8*	*9023.57*	*-190.645*	*3905.54*	*-663.682*	*10.8885*
≥ 17	*76411.4*	*-36026.3*	*9729.98*	*-188.874*	*3911.21*	*-663.449*	*-151.805*
≥ 18	*77091*	*-36088*	*9884.09*	*-188.554*	*3965.08*	*-708.55*	*59.3839*
≥ 19	*79194.5*	*-37566.4*	*10477.5*	*-181.656*	*3906.93*	*-682.4*	*-117.952*
≥ 20	*81600.4*	*-39464.5*	*11281.9*	*-175.182*	*3869.49*	*-677.179*	*-367.705*

Table 2.1.28 (cont'd)

PWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 15x15D/E/F/H**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	*14376.7*	*102.205*	*-20.6279*	*-126.017*	*1903.36*	*-210.883*	*-493.065*
≥ 4	*24351.4*	*-2686.57*	*297.975*	*-110.819*	*2233.78*	*-301.615*	*-152.713*
≥ 5	*33518.4*	*-6711.35*	*958.544*	*-122.85*	*2522.7*	*-371.286*	*392.608*
≥ 6	*40377*	*-10472.4*	*1718.53*	*-144.535*	*2793.29*	*-426.436*	*951.528*
≥ 7	*46105.8*	*-13996.2*	*2515.32*	*-157.827*	*2962.46*	*-445.314*	*1100.56*
≥ 8	*50219.7*	*-16677.7*	*3198.3*	*-175.057*	*3176.74*	*-492.727*	*1223.62*
≥ 9	*54281.2*	*-19555.6*	*3983.47*	*-181.703*	*3279.03*	*-499.997*	*1034.55*
≥ 10	*56761.6*	*-21287.3*	*4525.98*	*-195.045*	*3470.41*	*-559.074*	*1103.3*
≥ 11	*59820*	*-23445.2*	*5165.43*	*-194.997*	*3518.23*	*-561.422*	*862.68*
≥ 12	*62287.2*	*-25164.6*	*5709.9*	*-194.771*	*3552.69*	*-561.466*	*680.488*
≥ 13	*64799*	*-27023.7*	*6335.16*	*-192.121*	*3570.41*	*-561.326*	*469.583*
≥ 14	*66938.7*	*-28593.1*	*6892.63*	*-194.226*	*3632.92*	*-583.997*	*319.867*
≥ 15	*68116.5*	*-29148.6*	*7140.09*	*-192.545*	*3670.39*	*-607.278*	*395.344*
≥ 16	*70154.9*	*-30570.1*	*7662.91*	*-187.366*	*3649.14*	*-597.205*	*232.318*
≥ 17	*72042.5*	*-31867.6*	*8169.01*	*-183.453*	*3646.92*	*-603.907*	*96.0388*
≥ 18	*73719.8*	*-32926.1*	*8596.12*	*-177.896*	*3614.57*	*-592.868*	*46.6774*
≥ 19	*75183.1*	*-33727.4*	*8949.64*	*-172.386*	*3581.13*	*-586.347*	*3.57256*
≥ 20	*77306.1*	*-35449*	*9690.02*	*-173.784*	*3636.87*	*-626.321*	*-205.513*

Table 2.1.28 (cont'd)

PWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 16x16A**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	*16226.8*	*143.714*	*-32.4809*	*-136.707*	*2255.33*	*-291.683*	*-699.947*
≥ 4	*27844.2*	*-3590.69*	*444.838*	*-124.301*	*2644.09*	*-411.598*	*-381.106*
≥ 5	*38191.5*	*-8678.48*	*1361.58*	*-132.855*	*2910.45*	*-473.183*	*224.473*
≥ 6	*46382.2*	*-13819.6*	*2511.32*	*-158.262*	*3216.92*	*-532.337*	*706.656*
≥ 7	*52692.3*	*-18289*	*3657.18*	*-179.765*	*3488.3*	*-583.133*	*908.839*
≥ 8	*57758.7*	*-22133.7*	*4736.88*	*-199.014*	*3717.42*	*-618.83*	*944.903*
≥ 9	*62363.3*	*-25798.7*	*5841.18*	*-207.025*	*3844.38*	*-625.741*	*734.928*
≥ 10	*66659.1*	*-29416.3*	*6993.31*	*-216.458*	*3981.97*	*-642.641*	*389.366*
≥ 11	*69262.7*	*-31452.7*	*7724.66*	*-220.836*	*4107.55*	*-681.043*	*407.121*
≥ 12	*72631.5*	*-34291.9*	*8704.8*	*-219.929*	*4131.5*	*-662.513*	*100.093*
≥ 13	*75375.3*	*-36589.3*	*9555.88*	*-217.994*	*4143.15*	*-644.014*	*-62.3294*
≥ 14	*78178.7*	*-39097.1*	*10532*	*-221.923*	*4226.28*	*-667.012*	*-317.743*
≥ 15	*79706.3*	*-40104*	*10993.3*	*-218.751*	*4242.12*	*-670.665*	*-205.579*
≥ 16	*82392.6*	*-42418.9*	*11940.7*	*-216.278*	*4274.09*	*-689.236*	*-479.752*
≥ 17	*84521.8*	*-44150.5*	*12683.3*	*-212.056*	*4245.99*	*-665.418*	*-558.901*
≥ 18	*86777.1*	*-45984.8*	*13479*	*-204.867*	*4180.8*	*-621.805*	*-716.366*
≥ 19	*89179.7*	*-48109.8*	*14434.5*	*-206.484*	*4230.03*	*-648.557*	*-902.1*
≥ 20	*90141.7*	*-48401.4*	*14702.6*	*-203.284*	*4245.54*	*-670.655*	*-734.604*

Table 2.1.28 (cont'd)

PWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 17x17A**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	*15985.1*	*3.53963*	*-9.04955*	*-128.835*	*2149.5*	*-260.415*	*-262.997*
≥ 4	*27532.9*	*-3494.41*	*428.199*	*-119.504*	*2603.01*	*-390.91*	*-140.319*
≥ 5	*38481.2*	*-8870.98*	*1411.03*	*-139.279*	*3008.46*	*-492.881*	*388.377*
≥ 6	*47410.9*	*-14479.6*	*2679.08*	*-162.13*	*3335.48*	*-557.777*	*702.164*
≥ 7	*54596.8*	*-19703.2*	*4043.46*	*-181.339*	*3586.06*	*-587.634*	*804.05*
≥ 8	*60146.1*	*-24003.4*	*5271.54*	*-201.262*	*3830.32*	*-621.706*	*848.454*
≥ 9	*65006.3*	*-27951*	*6479.04*	*-210.753*	*3977.69*	*-627.805*	*615.84*
≥ 10	*69216*	*-31614.7*	*7712.58*	*-222.423*	*4173.4*	*-672.33*	*387.879*
≥ 11	*73001.3*	*-34871.1*	*8824.44*	*-225.128*	*4238.28*	*-657.259*	*101.654*
≥ 12	*76326.1*	*-37795.9*	*9887.35*	*-226.731*	*4298.11*	*-647.55*	*-122.236*
≥ 13	*78859.9*	*-40058.9*	*10797.1*	*-231.798*	*4402.14*	*-669.982*	*-203.383*
≥ 14	*82201.3*	*-43032.5*	*11934.1*	*-228.162*	*4417.99*	*-661.61*	*-561.969*
≥ 15	*84950*	*-45544.6*	*12972.4*	*-225.369*	*4417.84*	*-637.422*	*-771.254*
≥ 16	*87511.8*	*-47720*	*13857.7*	*-219.255*	*4365.24*	*-585.655*	*-907.775*
≥ 17	*90496.4*	*-50728.9*	*15186*	*-223.019*	*4446.51*	*-613.378*	*-1200.94*
≥ 18	*91392.5*	*-51002.4*	*15461.4*	*-220.272*	*4475.28*	*-636.398*	*-1003.81*
≥ 19	*94343.9*	*-53670.8*	*16631.6*	*-214.045*	*4441.31*	*-616.201*	*-1310.01*
≥ 20	*96562.9*	*-55591.2*	*17553.4*	*-209.917*	*4397.67*	*-573.199*	*-1380.64*

Table 2.1.28 (cont'd)

PWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 17x17B/C**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	*14738*	*47.5402*	*-13.8187*	*-127.895*	*1946.58*	*-219.289*	*-389.029*
≥ 4	*25285.2*	*-3011.92*	*350.116*	*-115.75*	*2316.89*	*-319.23*	*-220.413*
≥ 5	*34589.6*	*-7130.34*	*1037.26*	*-128.673*	*2627.27*	*-394.58*	*459.642*
≥ 6	*42056.2*	*-11353.7*	*1908.68*	*-150.234*	*2897.38*	*-444.316*	*923.971*
≥ 7	*47977.6*	*-15204.8*	*2827.4*	*-173.349*	*3178.25*	*-504.16*	*1138.82*
≥ 8	*52924*	*-18547.6*	*3671.08*	*-183.025*	*3298.64*	*-501.278*	*1064.68*
≥ 9	*56465.5*	*-21139.4*	*4435.67*	*-200.386*	*3538*	*-569.712*	*1078.78*
≥ 10	*60190.9*	*-23872.7*	*5224.31*	*-203.233*	*3602.88*	*-562.312*	*805.336*
≥ 11	*63482.1*	*-26431.1*	*6035.79*	*-205.096*	*3668.84*	*-566.889*	*536.011*
≥ 12	*66095*	*-28311.8*	*6637.72*	*-204.367*	*3692.68*	*-555.305*	*372.223*
≥ 13	*67757.4*	*-29474.4*	*7094.08*	*-211.649*	*3826.42*	*-606.886*	*437.412*
≥ 14	*70403.7*	*-31517.4*	*7807.15*	*-207.668*	*3828.69*	*-601.081*	*183.09*
≥ 15	*72506.5*	*-33036.1*	*8372.59*	*-203.428*	*3823.38*	*-594.995*	*47.5175*
≥ 16	*74625.2*	*-34620.5*	*8974.32*	*-199.003*	*3798.57*	*-573.098*	*-95.0221*
≥ 17	*76549*	*-35952.6*	*9498.14*	*-193.459*	*3766.52*	*-556.928*	*-190.662*
≥ 18	*77871.9*	*-36785.5*	*9916.91*	*-195.592*	*3837.65*	*-599.45*	*-152.261*
≥ 19	*79834.8*	*-38191.6*	*10501.9*	*-190.83*	*3812.46*	*-589.635*	*-286.847*
≥ 20	*81975.5*	*-39777.2*	*11174.5*	*-185.767*	*3795.78*	*-595.664*	*-475.978*

Table 2.1.29

BWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 7x7B**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	26409.1	28347.5	-16858	-147.076	5636.32	-1606.75	1177.88
≥ 4	61967.8	-6618.31	-4131.96	-113.949	6122.77	-2042.85	-96.7439
≥ 5	91601.1	-49298.3	17826.5	-132.045	6823.14	-2418.49	-185.189
≥ 6	111369	-80890.1	35713.8	-150.262	7288.51	-2471.1	86.6363
≥ 7	126904	-108669	53338.1	-167.764	7650.57	-2340.78	150.403
≥ 8	139181	-132294	69852.5	-187.317	8098.66	-2336.13	97.5285
≥ 9	150334	-154490	86148.1	-193.899	8232.84	-2040.37	-123.029
≥ 10	159897	-173614	100819	-194.156	8254.99	-1708.32	-373.605
≥ 11	166931	-186860	111502	-193.776	8251.55	-1393.91	-543.677
≥ 12	173691	-201687	125166	-202.578	8626.84	-1642.3	-650.814
≥ 13	180312	-215406	137518	-201.041	8642.19	-1469.45	-810.024
≥ 14	185927	-227005	148721	-197.938	8607.6	-1225.95	-892.876
≥ 15	191151	-236120	156781	-191.625	8451.86	-846.27	-1019.4
≥ 16	195761	-244598	165372	-187.043	8359.19	-572.561	-1068.19
≥ 17	200791	-256573	179816	-197.26	8914.28	-1393.37	-1218.63
≥ 18	206068	-266136	188841	-187.191	8569.56	-730.898	-1363.79
≥ 19	210187	-273609	197794	-182.151	8488.23	-584.727	-1335.59
≥ 20	213731	-278120	203074	-175.864	8395.63	-457.304	-1364.38

Table 2.1.29 (cont'd)

BWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 8x8B**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	28219.6	28963.7	-17616.2	-147.68	5887.41	-1730.96	1048.21
≥ 4	66061.8	-10742.4	-1961.82	-123.066	6565.54	-2356.05	-298.005
≥ 5	95790.7	-53401.7	19836.7	-134.584	7145.41	-2637.09	-298.858
≥ 6	117477	-90055.9	41383.9	-154.758	7613.43	-2612.69	-64.9921
≥ 7	134090	-120643	60983	-168.675	7809	-2183.3	-40.8885
≥ 8	148186	-149181	81418.7	-185.726	8190.07	-2040.31	-260.773
≥ 9	159082	-172081	99175.2	-197.185	8450.86	-1792.04	-381.705
≥ 10	168816	-191389	113810	-195.613	8359.87	-1244.22	-613.594
≥ 11	177221	-210599	131099	-208.3	8810	-1466.49	-819.773
≥ 12	183929	-224384	143405	-207.497	8841.33	-1227.71	-929.708
≥ 13	191093	-240384	158327	-204.95	8760.17	-811.708	-1154.76
≥ 14	196787	-252211	169664	-204.574	8810.95	-610.928	-1208.97
≥ 15	203345	-267656	186057	-208.962	9078.41	-828.954	-1383.76
≥ 16	207973	-276838	196071	-204.592	9024.17	-640.808	-1436.43
≥ 17	213891	-290411	211145	-202.169	9024.19	-482.1	-1595.28
≥ 18	217483	-294066	214600	-194.243	8859.35	-244.684	-1529.61
≥ 19	220504	-297897	219704	-190.161	8794.97	-10.9863	-1433.86
≥ 20	227821	-318395	245322	-194.682	9060.96	-350.308	-1741.16

Table 2.1.29 (cont'd)

BWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 8x8C/D/E**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	28592.7	28691.5	-17773.6	-149.418	5969.45	-1746.07	1063.62
≥ 4	66720.8	-12115.7	-1154	-128.444	6787.16	-2529.99	-302.155
≥ 5	96929.1	-55827.5	21140.3	-136.228	7259.19	-2685.06	-334.328
≥ 6	118190	-92000.2	42602.5	-162.204	7907.46	-2853.42	-47.5465
≥ 7	135120	-123437	62827.1	-172.397	8059.72	-2385.81	-75.0053
≥ 8	149162	-152986	84543.1	-195.458	8559.11	-2306.54	-183.595
≥ 9	161041	-177511	103020	-200.087	8632.84	-1864.4	-433.081
≥ 10	171754	-201468	122929	-209.799	8952.06	-1802.86	-755.742
≥ 11	179364	-217723	137000	-215.803	9142.37	-1664.82	-847.268
≥ 12	186090	-232150	150255	-216.033	9218.36	-1441.92	-975.817
≥ 13	193571	-249160	165997	-213.204	9146.99	-1011.13	-1119.47
≥ 14	200034	-263671	180359	-210.559	9107.54	-694.626	-1312.55
≥ 15	205581	-275904	193585	-216.242	9446.57	-1040.65	-1428.13
≥ 16	212015	-290101	207594	-210.036	9212.93	-428.321	-1590.7
≥ 17	216775	-299399	218278	-204.611	9187.86	-398.353	-1657.6
≥ 18	220653	-306719	227133	-202.498	9186.34	-181.672	-1611.86
≥ 19	224859	-314004	235956	-193.902	8990.14	145.151	-1604.71
≥ 20	228541	-320787	245449	-200.727	9310.87	-230.252	-1570.18

Table 2.1.29 (cont'd)

BWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 9x9A**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	30538.7	28463.2	-18105.5	-150.039	6226.92	-1876.69	1034.06
≥ 4	71040.1	-16692.2	1164.15	-128.241	7105.27	-2728.58	-414.09
≥ 5	100888	-60277.7	24150.1	-142.541	7896.11	-3272.86	-232.197
≥ 6	124846	-102954	50350.8	-161.849	8350.16	-3163.44	-91.1396
≥ 7	143516	-140615	76456.5	-185.538	8833.04	-2949.38	-104.802
≥ 8	158218	-171718	99788.2	-196.315	9048.88	-2529.26	-259.929
≥ 9	172226	-204312	126620	-214.214	9511.56	-2459.19	-624.954
≥ 10	182700	-227938	146736	-215.793	9555.41	-1959.92	-830.943
≥ 11	190734	-246174	163557	-218.071	9649.43	-1647.5	-935.021
≥ 12	199997	-269577	186406	-223.975	9884.92	-1534.34	-1235.27
≥ 13	207414	-287446	204723	-228.808	10131.7	-1614.49	-1358.61
≥ 14	215263	-306131	223440	-220.919	9928.27	-988.276	-1638.05
≥ 15	221920	-321612	239503	-217.949	9839.02	-554.709	-1784.04
≥ 16	226532	-331778	252234	-216.189	9893.43	-442.149	-1754.72
≥ 17	232959	-348593	272609	-219.907	10126.3	-663.84	-1915.3
≥ 18	240810	-369085	296809	-219.729	10294.6	-859.302	-2218.87
≥ 19	244637	-375057	304456	-210.997	10077.8	-425.446	-2127.83
≥ 20	248112	-379262	309391	-204.191	9863.67	100.27	-2059.39

Table 2.1.29 (cont'd)

BWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 9x9B**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	30613.2	28985.3	-18371	-151.117	6321.55	-1881.28	988.92
≥ 4	71346.6	-15922.9	631.132	-128.876	7232.47	-2810.64	-471.737
≥ 5	102131	-60654.1	23762.7	-140.748	7881.6	-3156.38	-417.979
≥ 6	127187	-105842	51525.2	-162.228	8307.4	-2913.08	-342.13
≥ 7	146853	-145834	79146.5	-185.192	8718.74	-2529.57	-484.885
≥ 8	162013	-178244	103205	-197.825	8896.39	-1921.58	-584.013
≥ 9	176764	-212856	131577	-215.41	9328.18	-1737.12	-1041.11
≥ 10	186900	-235819	151238	-218.98	9388.08	-1179.87	-1202.83
≥ 11	196178	-257688	171031	-220.323	9408.47	-638.53	-1385.16
≥ 12	205366	-280266	192775	-223.715	9592.12	-472.261	-1661.6
≥ 13	215012	-306103	218866	-231.821	9853.37	-361.449	-1985.56
≥ 14	222368	-324558	238655	-228.062	9834.57	3.47358	-2178.84
≥ 15	226705	-332738	247316	-224.659	9696.59	632.172	-2090.75
≥ 16	233846	-349835	265676	-221.533	9649.93	913.747	-2243.34
≥ 17	243979	-379622	300077	-222.351	9792.17	1011.04	-2753.36
≥ 18	247774	-386203	308873	-220.306	9791.37	1164.58	-2612.25
≥ 19	254041	-401906	327901	-213.96	9645.47	1664.94	-2786.2
≥ 20	256003	-402034	330566	-215.242	9850.42	1359.46	-2550.06

Table 2.1.29 (cont'd)

BWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 9x9C/D**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	30051.6	29548.7	-18614.2	-148.276	6148.44	-1810.34	1006
≥ 4	70472.7	-14696.6	-233.567	-127.728	7008.69	-2634.22	-444.373
≥ 5	101298	-59638.9	23065.2	-138.523	7627.57	-2958.03	-377.965
≥ 6	125546	-102740	49217.4	-160.811	8096.34	-2798.88	-259.767
≥ 7	143887	-139261	74100.4	-184.302	8550.86	-2517.19	-275.151
≥ 8	159633	-172741	98641.4	-194.351	8636.89	-1838.81	-486.731
≥ 9	173517	-204709	124803	-212.604	9151.98	-1853.27	-887.137
≥ 10	182895	-225481	142362	-218.251	9262.59	-1408.25	-978.356
≥ 11	192530	-247839	162173	-217.381	9213.58	-818.676	-1222.12
≥ 12	201127	-268201	181030	-215.552	9147.44	-232.221	-1481.55
≥ 13	209538	-289761	203291	-225.092	9588.12	-574.227	-1749.35
≥ 14	216798	-306958	220468	-222.578	9518.22	-69.9307	-1919.71
≥ 15	223515	-323254	237933	-217.398	9366.52	475.506	-2012.93
≥ 16	228796	-334529	250541	-215.004	9369.33	662.325	-2122.75
≥ 17	237256	-356311	273419	-206.483	9029.55	1551.3	-2367.96
≥ 18	242778	-369493	290354	-215.557	9600.71	659.297	-2589.32
≥ 19	246704	-377971	302630	-210.768	9509.41	1025.34	-2476.06
≥ 20	249944	-382059	308281	-205.495	9362.63	1389.71	-2350.49

Table 2.1.29 (cont'd)

BWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 9x9E/F**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	30284.3	26949.5	-16926.4	-147.914	6017.02	-1854.81	1026.15
≥ 4	69727.4	-17117.2	1982.33	-127.983	6874.68	-2673.01	-359.962
≥ 5	98438.9	-58492	23382.2	-138.712	7513.55	-3038.23	-112.641
≥ 6	119765	-95024.1	45261	-159.669	8074.25	-3129.49	221.182
≥ 7	136740	-128219	67940.1	-182.439	8595.68	-3098.17	315.544
≥ 8	150745	-156607	88691.5	-193.941	8908.73	-2947.64	142.072
≥ 9	162915	-182667	109134	-198.37	8999.11	-2531	-93.4908
≥ 10	174000	-208668	131543	-210.777	9365.52	-2511.74	-445.876
≥ 11	181524	-224252	145280	-212.407	9489.67	-2387.49	-544.123
≥ 12	188946	-240952	160787	-210.65	9478.1	-2029.94	-652.339
≥ 13	193762	-250900	171363	-215.798	9742.31	-2179.24	-608.636
≥ 14	203288	-275191	196115	-218.113	9992.5	-2437.71	-1065.92
≥ 15	208108	-284395	205221	-213.956	9857.25	-1970.65	-1082.94
≥ 16	215093	-301828	224757	-209.736	9789.58	-1718.37	-1303.35
≥ 17	220056	-310906	234180	-201.494	9541.73	-1230.42	-1284.15
≥ 18	224545	-320969	247724	-206.807	9892.97	-1790.61	-1381.9
≥ 19	226901	-322168	250395	-204.073	9902.14	-1748.78	-1253.22
≥ 20	235561	-345414	276856	-198.306	9720.78	-1284.14	-1569.18

Table 2.1.29 (cont'd)

BWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 9x9G**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	35158.5	26918.5	-17976.7	-149.915	6787.19	-2154.29	836.894
≥ 4	77137.2	-19760.1	2371.28	-130.934	8015.43	-3512.38	-455.424
≥ 5	113405	-77931.2	35511.2	-150.637	8932.55	-4099.48	-629.806
≥ 6	139938	-128700	68698.3	-173.799	9451.22	-3847.83	-455.905
≥ 7	164267	-183309	109526	-193.952	9737.91	-3046.84	-737.992
≥ 8	182646	-227630	146275	-210.936	10092.3	-2489.3	-1066.96
≥ 9	199309	-270496	184230	-218.617	10124.3	-1453.81	-1381.41
≥ 10	213186	-308612	221699	-235.828	10703.2	-1483.31	-1821.73
≥ 11	225587	-342892	256242	-236.112	10658.5	-612.076	-2134.65
≥ 12	235725	-370471	285195	-234.378	10604.9	118.591	-2417.89
≥ 13	247043	-404028	323049	-245.79	11158.2	-281.813	-2869.82
≥ 14	253649	-421134	342682	-243.142	11082.3	400.019	-2903.88
≥ 15	262750	-448593	376340	-245.435	11241.2	581.355	-3125.07
≥ 16	270816	-470846	402249	-236.294	10845.4	1791.46	-3293.07
≥ 17	279840	-500272	441964	-241.324	11222.6	1455.84	-3528.25
≥ 18	284533	-511287	458538	-240.905	11367.2	1459.68	-3520.94
≥ 19	295787	-545885	501824	-235.685	11188.2	2082.21	-3954.2
≥ 20	300209	-556936	519174	-229.539	10956	2942.09	-3872.87

Table 2.1.29 (cont'd)

BWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 10x10A/B**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	29285.4	27562.2	-16985	-148.415	5960.56	-1810.79	1001.45
≥ 4	67844.9	-14383	395.619	-127.723	6754.56	-2547.96	-369.267
≥ 5	96660.5	-55383.8	21180.4	-137.17	7296.6	-2793.58	-192.85
≥ 6	118098	-91995	42958	-162.985	7931.44	-2940.84	60.9197
≥ 7	135115	-123721	63588.9	-171.747	8060.23	-2485.59	73.6219
≥ 8	148721	-151690	84143.9	-190.26	8515.81	-2444.25	-63.4649
≥ 9	160770	-177397	104069	-197.534	8673.6	-2101.25	-331.046
≥ 10	170331	-198419	121817	-213.692	9178.33	-2351.54	-472.844
≥ 11	179130	-217799	138652	-209.75	9095.43	-1842.88	-705.254
≥ 12	186070	-232389	151792	-208.946	9104.52	-1565.11	-822.73
≥ 13	192407	-246005	164928	-209.696	9234.7	-1541.54	-979.245
≥ 14	200493	-265596	183851	-207.639	9159.83	-1095.72	-1240.61
≥ 15	205594	-276161	195760	-213.491	9564.23	-1672.22	-1333.64
≥ 16	209386	-282942	204110	-209.322	9515.83	-1506.86	-1286.82
≥ 17	214972	-295149	217095	-202.445	9292.34	-893.6	-1364.97
≥ 18	219312	-302748	225826	-198.667	9272.27	-878.536	-1379.58
≥ 19	223481	-310663	235908	-194.825	9252.9	-785.066	-1379.62
≥ 20	227628	-319115	247597	-199.194	9509.02	-1135.23	-1386.19

Table 2.1.29 (cont'd)

BWR FUEL ASSEMBLY COOLING TIME-DEPENDENT COEFFICIENTS
~~(ZR-CLAD FUEL)~~

Cooling Time **(years)**	**Array/Class 10x10C**						
	A	**B**	**C**	**D**	**E**	**F**	**G**
≥ 3	31425.3	27358.9	-17413.3	-152.096	6367.53	-1967.91	925.763
≥ 4	71804	-16964.1	1000.4	-129.299	7227.18	-2806.44	-416.92
≥ 5	102685	-62383.3	24971.2	-142.316	7961	-3290.98	-354.784
≥ 6	126962	-105802	51444.6	-164.283	8421.44	-3104.21	-186.615
≥ 7	146284	-145608	79275.5	-188.967	8927.23	-2859.08	-251.163
≥ 8	162748	-181259	105859	-199.122	9052.91	-2206.31	-554.124
≥ 9	176612	-214183	133261	-217.56	9492.17	-1999.28	-860.669
≥ 10	187756	-239944	155315	-219.56	9532.45	-1470.9	-1113.42
≥ 11	196580	-260941	174536	-222.457	9591.64	-944.473	-1225.79
≥ 12	208017	-291492	204805	-233.488	10058.3	-1217.01	-1749.84
≥ 13	214920	-307772	221158	-234.747	10137.1	-897.23	-1868.04
≥ 14	222562	-326471	240234	-228.569	9929.34	-183.47	-2016.12
≥ 15	228844	-342382	258347	-226.944	9936.76	117.061	-2106.05
≥ 16	233907	-353008	270390	-223.179	9910.72	360.39	-2105.23
≥ 17	244153	-383017	304819	-227.266	10103.2	380.393	-2633.23
≥ 18	249240	-395456	321452	-226.989	10284.1	169.947	-2623.67
≥ 19	254343	-406555	335240	-220.569	10070.5	764.689	-2640.2
≥ 20	260202	-421069	354249	-216.255	10069.9	854.497	-2732.77

FIGURES 2.1.6 THROUGH 2.1.8

INTENTIONALLY DELETED

2.2 HI-STORM 100 DESIGN CRITERIA

The HI-STORM 100 System is engineered for unprotected outside storage for the duration of its design life. Accordingly, the cask system is designed to withstand normal, off-normal, and environmental phenomena and accident conditions of storage. Normal conditions include the conditions that are expected to occur regularly or frequently in the course of normal operation. Off-normal conditions include those infrequent events that could reasonably be expected to occur during the lifetime of the cask system. Environmental phenomena and accident conditions include events that are postulated because their consideration establishes a conservative design basis.

Normal condition loads act in combination with all other loads (off-normal or environmental phenomena/accident). Off-normal condition loads and environmental phenomena and accident condition loads are not applied in combination. However, loads that occur as a result of the same phenomena are applied simultaneously. For example, the tornado winds loads are applied in combination with the tornado missile loads.

In the following subsections, the design criteria are established for normal, off-normal, and accident conditions for storage. Loads that require consideration under each condition are identified and the design criteria discussed. Based on consideration of the applicable requirements of the system, the following loads are identified:

Normal (Long-Term Storage) Condition: Dead Weight, Handling, Pressure, Temperature, Snow

Off-Normal Condition: Pressure, Temperature, Leakage of One Seal, Partial Blockage of Air Inlets, Off-Normal Handling of HI-TRAC, Supplemental Cooling System Power Failure

Accident Condition: Handling Accident, Tip-Over, Fire, Partial Blockage of MPC Basket Vent Holes, Tornado, Flood, Earthquake, Fuel Rod Rupture, Confinement Boundary Leakage, Explosion, Lightning, Burial Under Debris, 100% Blockage of Air Inlets, Extreme Environmental Temperature Supplemental Cooling System Operational Failure

Short-Term Operations: This loading condition is defined to accord with ISG-11, Revision 3 guidance [2.0.8]. This includes those normal operational evolutions necessary to support fuel loading or unloading activities. These include, but are not limited to MPC cavity drying, helium backfill, MPC transfer, and on-site handling of a loaded HI-TRAC transfer cask.

Each of these conditions and the applicable loads are identified with applicable design criteria established. Design criteria are deemed to be satisfied if the specified allowable limits are not exceeded.

2.2.1 Normal Condition Design Criteria

2.2.1.1 Dead Weight

The HI-STORM 100 System must withstand the static loads due to the weights of each of its components, including the weight of the HI-TRAC with the loaded MPC atop the storage overpack.

2.2.1.2 Handling

The HI-STORM 100 System must withstand loads experienced during routine handling. Normal handling includes:

i. vertical lifting and transfer to the ISFSI of the HI-STORM overpack with loaded MPC
ii. lifting, upending/downending, and transfer to the ISFSI of the HI-TRAC with loaded MPC in the vertical or horizontal position
iii. lifting of the loaded MPC into and out of the HI-TRAC, HI-STORM, or HI-STAR overpack

The loads shall be increased by 15% to include any dynamic effects from the lifting operations as directed by CMAA #70 [2.2.16].

Handling operations of the loaded HI-TRAC transfer cask or HI-STORM overpack are limited to working area ambient temperatures greater than or equal to 0^{o}F. This limitation is specified to ensure that a sufficient safety margin exists before brittle fracture might occur during handling operations. Subsection 3.1.2.3 provides the demonstration of the adequacy of the HI-TRAC transfer cask and the HI-STORM overpack for use during handling operations at a minimum service temperature of 0^{o} F.

Lifting attachments and *special lifting* devices shall meet the requirements of ANSI N14.6† [2.2.3].

2.2.1.3 Pressure

The MPC internal pressure is dependent on the initial volume of cover gas (helium), the volume of fill gas in the fuel rods, the fraction of fission gas released from the fuel matrix, the number of fuel rods assumed to have ruptured, and temperature.

The normal condition MPC internal design pressure bounds the cumulative effects of the maximum fill gas volume, normal environmental ambient temperatures, the maximum MPC heat load, and an assumed 1% of the fuel rods ruptured with 100% of the fill gas and 30% of the significant radioactive gases (e.g., H^3, Kr, and Xe) released in accordance with NUREG-1536.

† Yield and ultimate strength values used in the stress compliance demonstration per ANSI N14.6 shall utilize confirmed material test data through either independent coupon testing or material suppliers= CMTR or COC, as appropriate. To ensure consistency between the design and fabrication of a lifting component, compliance with ANSI N14.6 in this FSAR implies that the guidelines of ASME Section III, Subsection NF for Class 3 structures are followed for material procurement and testing, fabrication, and for NDE during manufacturing.

Table 2.2.1 provides the design pressures for the HI-STORM 100 System.

For the storage of damaged fuel assemblies or fuel debris in a damaged fuel container, it is conservatively assumed that 100% of the fuel rods are ruptured with 100% of the rod fill gas and 30% of the significant radioactive gases (e.g., H^3, Kr, and Xe) released for both normal and off-normal conditions. For PWR assemblies stored with non-fuel hardware, it is assumed that 100% of the gasses in the non-fuel hardware (e.g., BPRAs) is also released. This condition is bounded by the pressure calculation for design basis intact fuel with 100% of the fuel rods ruptured in all of the fuel assemblies. It is shown in Chapter 4 that the accident condition design pressure is not exceeded with 100% of the fuel rods ruptured in all of the design basis fuel assemblies. Therefore, rupture of 100% of the fuel rods in the damaged fuel assemblies or fuel debris will not cause the MPC internal pressure to exceed the accident design pressure.

The MPC internal design pressure under accident conditions is discussed in Subsection 2.2.3.

The HI-STORM overpack and MPC external pressure is a function of environmental conditions which may produce a pressure loading. The normal and off-normal condition external design pressure is set at ambient standard pressure (1 atmosphere).

The HI-STORM overpack is not capable of retaining internal pressure due to its open design, and, therefore, no analysis is required or provided for the overpack internal pressure.

The HI-TRAC is not capable of retaining internal pressure due to its open design and, therefore, ambient and hydrostatic pressures are the only pressures experienced. Due to the thick steel walls of the HI-TRAC transfer cask, it is evident that the small hydrostatic pressure can be easily withstood; no analysis is required or provided for the HI-TRAC internal pressure. However, the HI-TRAC water jacket does experience internal pressure due to the heat-up of the water contained in the water jacket. Analysis is presented in Chapter 3 that demonstrates that the design pressure in Table 2.2.1 can be withstood by the water jacket and Chapter 4 demonstrates by analysis that the water jacket design pressure will not be exceeded. To provide an additional layer of safety, a pressure relief device set at the design pressure is provided, which ensures the pressure will not be exceeded.

2.2.1.4 Environmental Temperatures

To evaluate the long-term effects of ambient temperatures on the HI-STORM 100 System, an upper bound value on the annual average ambient temperatures for the continental United States is used. The normal temperature specified in Table 2.2.2 is bounding for all reactor sites in the contiguous United States. The "normal" temperature set forth in Table 2.2.2 is intended to ensure that it is greater than the annual average of ambient temperatures at any location in the continental United States. In the northern region of the U.S., the design basis "normal" temperature used in this FSAR will be exceeded only for brief periods, whereas in the southern U.S, it may be straddled daily in summer months. Inasmuch as the sole effect of the "normal" temperature is on the computed fuel cladding temperature to establish long-term fuel integrity, it should not lie below the time averaged

yearly mean for the ISFSI site. Previously licensed cask systems have employed lower "normal" temperatures (viz. 75^{o} F in Docket 72-1007) by utilizing national meteorological data.

Likewise, within the thermal analysis, a conservatively assumed soil temperature of the value specified in Table 2.2.2 is utilized to bound the annual average soil temperatures for the continental United States. The 1987 ASHRAE Handbook (HVAC Systems and Applications) reports average earth temperatures, from 0 to 10 feet below grade, throughout the continental United States. The highest reported annual average value for the continental United States is 77^{o} F for Key West, Florida. Therefore, this value is specified in Table 2.2.2 as the bounding soil temperature.

Confirmation of the site-specific annual average ambient temperature and soil temperature is to be performed by the licensee, in accordance with 10CFR72.212. The annual average temperature is combined with insolation in accordance with 10CFR71.71 averaged over 24 hours to establish the normal condition temperatures in the HI-STORM 100 System.

2.2.1.5 Design Temperatures

The ASME Boiler and Pressure Vessel Code (ASME Code) requires that the value of the vessel design temperature be established with appropriate consideration for the effect of heat generation internal or external to the vessel. The decay heat load from the spent nuclear fuel is the internal heat generation source for the HI-STORM 100 System. The ASME Code (Section III, Paragraph NCA-2142) requires the design temperature to be set at or above the maximum through thickness mean metal temperature of the pressure part under normal service (Level A) condition. Consistent with the terminology of NUREG-1536, we refer to this temperature as the "Design Temperature for Normal Conditions". Conservative calculations of the steady-state temperature field in the HI-STORM 100 System, under assumed environmental normal temperatures with the maximum decay heat load, result in HI-STORM component temperatures at or below the normal condition design temperatures for the HI-STORM 100 System defined in Table 2.2.3.

Maintaining fuel rod cladding integrity is also a design consideration. The fuel rod peak cladding temperature (PCT) limits for the long-term storage and short-term normal operating conditions meet the intent of the guidance in ISG-11, Revision 3 [2.0.8]. For moderate burnup fuel, the previously licensed PCT limit of 570^{o}C (1058^{o}F) may be used [2.0.9] (see also Section 4.5).

2.2.1.6 Snow and Ice

The HI-STORM 100 System must be capable of withstanding pressure loads due to snow and ice. ASCE 7-88 (formerly ANSI A58.1) [2.2.2] provides empirical formulas and tables to compute the effective design pressure on the overpack due to the accumulation of snow for the contiguous U.S. and Alaska. Typical calculated values for heated structures such as the HI-STORM 100 System range from 50 to 70 pounds per square foot. For conservatism, the snow pressure loading is set at a level in Table 2.2.8 which bounds the ASCE 7-88 recommendation.

2.2.2 Off-Normal Conditions Design Criteria

As the HI-STORM 100 System is passive, loss of power and instrumentation failures are not defined as off-normal conditions. The off-normal condition design criteria are defined in the following subsections.

A discussion of the effects of each off-normal condition is provided in Section 11.1. Section 11.1 also provides the corrective action for each off-normal condition. The location of the detailed analysis for each event is referenced in Section 11.1.

2.2.2.1 Pressure

The HI-STORM 100 System must withstand loads due to off-normal pressure. The off-normal condition MPC internal design pressure bounds the cumulative effects of the maximum fill gas volume, off-normal environmental ambient temperatures, the maximum MPC heat load, and an assumed 10% of the fuel rods ruptured with 100% of the fill gas and 30% of the significant radioactive gases (e.g., H^3, Kr, and Xe) released in accordance with NUREG-1536.

2.2.2.2 Environmental Temperatures

The HI-STORM 100 System must withstand off-normal environmental temperatures. The off-normal environmental temperatures are specified in Table 2.2.2. The lower bound temperature occurs with no solar loads and the upper bound temperature occurs with steady- state insolation. Each bounding temperature is assumed to persist for a duration sufficient to allow the system to reach steady-state temperatures.

Limits on the peaks in the time-varying ambient temperature at an ISFSI site is recognized in the FSAR in the specification of the off-normal temperatures. The lower bound off-normal temperature is defined as the minimum of the 72-hour average of the ambient temperature at an ISFSI site. Likewise, the upper bound off-normal temperature is defined by the maximum of 72-hour average of the ambient temperature. The lower and upper bound off-normal temperatures listed in Table 2.2.2 are intended to cover all ISFSI sites in the continent U.S. The 72-hour average of temperature used in the definition of the off-normal temperature recognizes the considerable thermal inertia of the HI-STORM 100 storage system which reduces the effect of undulations in instantaneous temperature on the internals of the multi-purpose canister.

2.2.2.3 Design Temperatures

In addition to the normal condition design temperatures, which apply to long-term storage and short term normal operating conditions (e.g., MPC drying operations and onsite transport operations), we also define an "off-normal/accident condition temperature" pursuant to the provisions of NUREG-1536 and Regulatory Guide 3.61. This is, in effect, the temperature which may exist during a transient event (examples of such instances are the overpack blocked air duct off-normal event and fire accident). The off-normal/accident design temperatures of Table 2.2.3 are set down to bound the maximax (maximum in time and space) value of the thru-thickness average temperature of the

structural or non-structural part, as applicable, during the transient event. These enveloping values, therefore, will bound the maximum temperature reached anywhere in the part, excluding skin effects during or immediately after, a transient event.

The off-normal/accident design temperatures for stainless steel and carbon steel components are chosen such that the material's ultimate tensile strength does not fall below 30% of its room temperature value, based on data in published references [2.2.12 and 2.2.13]. This ensures that the material will not fail due to creep rupture during these short duration transient events.

2.2.2.4 Leakage of One Seal

The MPC enclosure vessel is designed to have no credible leakage under all normal, off-normal, and hypothetical accident conditions of storage.

The confinement boundary is defined by the MPC shell, baseplate, MPC lid, port cover plates, closure ring, and associated welds. Most confinement boundary welds are inspected by radiography or ultrasonic examination. Field welds are examined by the liquid penetrant method on the root (if more than one weld pass is required) and final weld passes. In addition to liquid penetrant examination, the MPC lid-to-shell weld is pressure tested, and volumetrically examined or multi-pass liquid penetrant examined. The vent and drain port cover plates are subject to liquid penetrant examination *and helium leakage testing*. These inspection and testing techniques are performed to verify the integrity of the confinement boundary.

2.2.2.5 Partial Blockage of Air Inlets

The HI-STORM 100 System must withstand the partial blockage of the overpack air inlets. This event is conservatively defined as a complete blockage of two (2) of the four air inlets. Because the overpack air inlets and outlets are covered by ~~fine mesh steel~~ screens, located 90° apart, and inspected routinely (or alternatively, exit vent air temperature monitored), it is unlikely that all vents could become blocked by blowing debris, animals, etc. during normal and off-normal operations. Two of the air inlets are conservatively assumed to be completely blocked to demonstrate the inherent thermal stability of the HI-STORM 100 System.

2.2.2.6 Off-Normal HI-TRAC Handling

During upending and/or downending of the HI-TRAC 100 or HI-TRAC 125 transfer cask, the total lifted weight is distributed among both the upper lifting trunnions and the lower pocket trunnions. Each of the four trunnions on the HI-TRAC therefore supports approximately one-quarter of the total weight. This even distribution of the load would continue during the entire rotation operation. The HI-TRAC 125D transfer cask design does not include pocket trunnions. Therefore, the entire load is held by the lifting trunnions.

If the lifting device cables begin to "go slack" while upending or downending the HI-TRAC 100 or HI-TRAC 125, the eccentricity of the pocket trunnions would immediately cause the cask to pivot, restoring tension on the cables. Nevertheless, the pocket trunnions are conservatively analyzed to

support one-half of the total weight, doubling the load per trunnion. This condition is analyzed to demonstrate that the pocket trunnions in the standard HI-TRAC design possess sufficient strength to support the increased load under this off-normal condition.

2.2.3 Environmental Phenomena and Accident Condition Design Criteria

Environmental phenomena and accident condition design criteria are defined in the following subsections.

The minimum acceptance criteria for the evaluation of the accident conditions are that the MPC confinement boundary maintains radioactive material confinement, the MPC fuel basket structure maintains the fuel contents subcritical, the stored SNF can be retrieved by normal means, and the system provides adequate shielding.

A discussion of the effects of each environmental phenomenon and accident condition is provided in Section 11.2. The consequences of each accident or environmental phenomenon are evaluated against the requirements of 10CFR72.106 and 10CFR20. Section 11.2 also provides the corrective action for each event. The location of the detailed analysis for each event is referenced in Section 11.2.

2.2.3.1 Handling Accident

The HI-STORM 100 System must withstand loads due to a handling accident. Even though the loaded HI-STORM 100 System will be lifted in accordance with approved, written procedures and may use *special* lifting *devices*~~equipment~~ which complies with ANSI N14.6-1993 [2.2.3], certain drop events are considered herein to demonstrate the defense-in-depth features of the design.

The loaded HI-STORM overpack will be lifted so that the bottom of the cask is at a height less than the vertical lift limit (see Table 2.2.8) above the ground. For conservatism, the postulated drop event assumes that the loaded HI-STORM 100 overpack falls freely from the vertical lift limit height before impacting a thick reinforced concrete pad. The deceleration of the cask must be maintained below 45 g's. Additionally, the overpack must continue to suitably shield the radiation emitted from the loaded MPC. The use of *special* lifting devices designed in accordance with ANSI N14.6 having redundant drop protection features to lift the loaded overpack will eliminate the lift height limit. The lift height limit is dependent on the characteristics of the impacting surface which are specified in Table 2.2.9. For site-specific conditions, which are not encompassed by Table 2.2.9, the licensee shall evaluate the site-specific conditions to ensure that the drop accident loads do not exceed 45 g's. The methodology used in this alternative analysis shall be commensurate with the analyses in Appendix 3.A and shall be reviewed by the Certificate Holder.

The loaded HI-TRAC will be lifted so that the lowest point on the transfer cask (i.e., the bottom edge of the cask/lid assemblage) is at a height less than the calculated horizontal lift height limit (see Table 2.2.8) above the ground, when lifted horizontally outside of the reactor facility. For conservatism, the postulated drop event assumes that the loaded HI-TRAC falls freely from the horizontal lift height limit before impact.

Analysis is provided that demonstrates that the HI-TRAC continues to suitably shield the radiation emitted from the loaded MPC, and that the HI-TRAC end plates (top lid and transfer lid for HI-TRAC 100 and HI-TRAC 125 and the top lid and pool lid for HI-TRAC 125D) remain attached. Furthermore, the HI-TRAC inner shell is demonstrated by analysis to not deform sufficiently to hinder retrieval of the MPC. The horizontal lift height limit is dependent on the characteristics of the impacting surface which are specified in Table 2.2.9. For site-specific conditions, which are not encompassed by Table 2.2.9, the licensee shall evaluate the site-specific conditions to ensure that the drop accident loads do not exceed 45 g's. The methodology used in this alternative analysis shall be commensurate with the methodology described in this FSAR and shall be reviewed by the Certificate Holder. The use of lifting devices designed in accordance with ANSI N14.6 having redundant drop protection features during horizontal lifting of the loaded HI-TRAC outside of the reactor facilities eliminate the need for a horizontal lift height limit.

The loaded HI-TRAC, when lifted in the vertical position outside of the Part 50 facility shall be lifted with devices designed in accordance with ANSI N14.6 and having redundant drop protection features unless a site-specific analysis has been performed to determine a lift height limit. For vertical lifts of HI-TRAC with suitably designed lift devices, a vertical drop is not a credible accident for the HI-TRAC transfer cask and no vertical lift height limit is required to be established. Likewise, while the loaded HI-TRAC is positioned atop the HI-STORM 100 overpack for transfer of the MPC into the overpack (outside the Part 50 facility), the lifting equipment will remain engaged with the lifting trunnions of the HI-TRAC transfer cask or suitable restraints will be provided to secure the HI-TRAC. This ensures that a tip-over or drop from atop the HI-STORM 100 overpack is not a credible accident for the HI-TRAC transfer cask. The design criteria and conditions of use for MPC transfer operations from the HI-TRAC transfer cask to the HI-STORM 100 overpack at a Cask Transfer Facility are specified in Subsection 2.3.3.1 of this FSAR.

The loaded MPC is lowered into the HI-STORM or HI-STAR overpack or raised from the overpack using the HI-TRAC transfer cask and a MPC lifting system designed in accordance with ANSI N14.6 and having redundant drop protection features. Therefore, the possibility of a loaded MPC falling freely from its highest elevation during the MPC transfer operations into the HI-STORM or HI-STAR overpacks is not credible.

The magnitude of loadings imparted to the HI-STORM 100 System due to drop events is heavily influenced by the compliance characteristics of the impacted surface. Two "pre-approved" concrete pad designs for storing the HI-STORM 100 System are presented in Table 2.2.9. Other ISFSI pad designs may be used provided the designs are reviewed by the Certificate Holder to ensure that impactive and impulsive loads under accident events such as cask drop and non-mechanistic tip-over are less than the design basis limits when analyzed using the methodologies established in this FSAR.

2.2.3.2 Tip-Over

The free-standing HI-STORM 100 System is demonstrated by analysis to remain kinematically stable under the design basis environmental phenomena (tornado, earthquake, etc.). However, the

HI-STORM 100 overpack and MPC shall also withstand impacts due to a hypothetical tip-over event. The structural integrity of a loaded HI-STORM 100 System after a tip-over onto a reinforced concrete pad is demonstrated by analysis. The cask tip-over is not postulated as an outcome of any environmental phenomenon or accident condition. The cask tip-over is a non-mechanistic event.

The ISFSI pad for deploying a free-standing HI-STORM overpack must possess sufficient structural stiffness to meet the strength limits set forth in the ACI Code selected by the ISFSI owner. At the same time, the pad must be sufficiently compliant such that the maximum deceleration under a tip-over event is below the limit set forth in Table 3.1.2 of this FSAR.

During original licensing for the HI-STORM 100 System, a single set of ISFSI pad and subgrade design parameters (now labeled Set A) was established. Experience has shown that achieving a maximum concrete compressive strength (at 28 days) of 4,200 psi can be difficult. Therefore, a second set of ISFSI pad and subgrade design parameters (labeled Set B) has been developed. The Set B ISFSI parameters include a thinner concrete pad and less stiff subgrade, which allow for a higher concrete compressive strength. Cask deceleration values for all design basis drop and tipover events with the HI-STORM 100, HI-STORM 100S, and HI-STORM 100S Version B overpacks have been verified to be less than or equal to the design limit of 45 g's for both sets of ISFSI pad parameters.

The original set and the new set (Set B) of acceptable ISFSI pad and subgrade design parameters are specified in Table 2.2.9. Users may design their ISFSI pads and subgrade in compliance with either parameter Set A or Set B. Alternatively, users may design their site-specific ISFSI pads and subgrade using any combination of design parameters resulting in a structurally competent pad that meets the provisions of ACI-318 and also limits the deceleration of the cask to less than or equal to 45 g's for the design basis drop and tip-over events for the HI-STORM 100, HI-STORM 100S, and HI-STORM 100S Version B overpacks. The structural analyses for site-specific ISFSI pad design shall be performed using methodologies consistent with those described in this FSAR, as applicable.

If the HI-STORM 100 System is deployed in an anchored configuration (HI-STORM 100A), then tip-over of the cask is structurally precluded along with the requirement of target compliance, which warrants setting specific limits on the concrete compressive strength and subgrade Young's Modulus. Rather, at the so-called high seismic sites (ZPAs greater than the limit set forth in the CoC for free standing casks), the ISFSI pad must be sufficiently rigid to hold the anchor studs and maintain the integrity of the fastening mechanism embedded in the pad during the postulated seismic event. The ISFSI pad must be designed to minimize a physical uplift during extreme environmental event (viz., tornado missile, DBE, etc.). The requirements on the ISFSI pad to render the cask anchoring function under long-term storage are provided in Section 2.0.4.

2.2.3.3 Fire

The possibility of a fire accident near an ISFSI site is considered to be extremely remote due to the absence of significant combustible materials. The only credible concern is related to a transport vehicle fuel tank fire engulfing the loaded HI-STORM 100 overpack or HI-TRAC transfer cask while it is being moved to the ISFSI.

The HI-STORM 100 System must withstand temperatures due to a fire event. The HI-STORM overpack and HI-TRAC transfer cask fire accidents for storage are conservatively postulated to be the result of the spillage and ignition of 50 gallons of combustible transporter fuel. The HI-STORM overpack and HI-TRAC transfer cask surfaces are considered to receive an incident radiation and forced convection heat flux from the fire. Table 2.2.8 provides the fire durations for the HI-STORM overpack and HI-TRAC transfer cask based on the amount of flammable materials assumed. The temperature of fire is assumed to be 1475^{o} F in accordance with 10CFR71.73.

The accident condition design temperatures for the HI-STORM 100 System, and the fuel rod cladding limits are specified in Table 2.2.3. The specified fuel cladding temperature limits are based on the temperature limits specified in ISG-11, Rev. 3 [2.0.9].

2.2.3.4 Partial Blockage of MPC Basket Vent Holes

The HI-STORM 100 System is designed to withstand reduction of flow area due to partial blockage of the MPC basket vent holes. As the MPC basket vent holes are internal to the confinement barrier, the only events that could partially block the vents are fuel cladding failure and debris associated with this failure, or the collection of crud at the base of the stored SNF assembly. The HI-STORM 100 System maintains the SNF in an inert environment with fuel rod cladding temperatures below accepted values (Table 2.2.3). Therefore, there is no credible mechanism for gross fuel cladding degradation during storage in the HI-STORM 100. For the storage of damaged BWR fuel assemblies or fuel debris, the assemblies and fuel debris will be placed in damaged fuel containers prior to placement in the MPC. The damaged fuel container is equipped with fine mesh screens which ensure that the damaged fuel and fuel debris will not escape to block the MPC basket vent holes. In addition, each MPC will be loaded once for long-term storage and, therefore, buildup of crud in the MPC due to numerous loadings is precluded. Using crud quantities reported in an Empire State Electric Energy Research Corporation Report [2.2.6], a layer of crud of conservative depth is assumed to partially block the MPC basket vent holes. The crud depths for the different MPCs are listed in Table 2.2.8.

2.2.3.5 Tornado

The HI-STORM 100 System must withstand pressures, wind loads, and missiles generated by a tornado. The prescribed design basis tornado and wind loads for the HI-STORM 100 System are consistent with NRC Regulatory Guide 1.76 [2.2.7], ANSI 57.9 [2.2.8], and ASCE 7-88 [2.2.2]. Table 2.2.4 provides the wind speeds and pressure drops which the HI-STORM 100 overpack must withstand while maintaining kinematic stability. The pressure drop is bounded by the accident condition MPC external design pressure.

The kinematic stability of the HI-STORM overpack, and continued integrity of the MPC confinement boundary, while within the storage overpack or HI-TRAC transfer cask, must be demonstrated under impact from tornado-generated missiles in conjunction with the wind loadings. Standard Review Plan (SRP) 3.5.1.4 of NUREG-0800 [2.2.9] stipulates that the postulated missiles include at least three objects: a massive high kinetic energy missile that deforms on impact (large

missile); a rigid missile to test penetration resistance (penetrant missile); and a small rigid missile of a size sufficient to pass through any openings in the protective barriers (micro-missile). SRP 3.5.1.4 suggests an automobile for a large missile, a rigid solid steel cylinder for the penetrant missile, and a solid sphere for the small rigid missile, all impacting at 35% of the maximum horizontal wind speed of the design basis tornado. Table 2.2.5 provides the missile data used in the analysis, which is based on the above SRP guidelines. The effects of a large tornado missile are considered to bound the effects of a light general aviation airplane crashing on an ISFSI facility.

During horizontal handling of the loaded HI-TRAC transfer cask outside the Part 50 facility, tornado missile protection shall be provided to prevent tornado missiles from impacting either end of the HI-TRAC. The tornado missile protection shall be designed such that the large tornado missile cannot impact the bottom or top of the loaded HI-TRAC, while in the horizontal position. Also, the missile protection for the top of the HI-TRAC shall be designed to preclude the penetrant missile and micro-missile from passing through the penetration in the HI-TRAC top lid, while in the horizontal position. With the tornado missile protection in place, the impacting of a large tornado missile on either end of the loaded HI-TRAC or the penetrant missile or micro-missile entering the penetration of the top lid is not credible. Therefore, no analyses of these impacts are provided.

2.2.3.6 Flood

The HI-STORM 100 System must withstand pressure and water forces associated with a flood. Resultant loads on the HI-STORM 100 System consist of buoyancy effects, static pressure loads, and velocity pressure due to water velocity. The flood is assumed to deeply submerge the HI-STORM 100 System (see Table 2.2.8). The flood water depth is based on the hydrostatic pressure which is bounded by the MPC external pressure stated in Table 2.2.1.

It must be shown that the MPC does not collapse, buckle, or allow water in-leakage under the hydrostatic pressure from the flood.

The flood water is assumed to be nonstagnant. The maximum allowable flood water velocity is determined by calculating the equivalent pressure loading required to slide or tip over the HI-STORM 100 System. The design basis flood water velocity is stated in Table 2.2.8. Site-specific safety reviews by the licensee must confirm that flood parameters do not exceed the flood depth, slide, or tip-over forces.

If the flood water depth exceeds the elevation of the top of the HI-STORM overpack inlet vents, then the cooling air flow would be blocked. The flood water may also carry debris which may act to block the air inlets of the overpack. Blockage of the air inlets is addressed in Subsection 2.2.3.13.

Most reactor sites are hydrologically characterized as required by Paragraph 100.10(c) of 10CFR100 and further articulated in Reg. Guide 1.59, "Design Basis Floods for Nuclear Power Plants" and Reg. Guide 1.102, "Flood Protection for Nuclear Power Plants." It is assumed that a complete characterization of the ISFSIs hydrosphere including the effects of hurricanes, floods, seiches and tsunamis is available to enable a site-specific evaluation of the HI-STORM 100 System for

kinematic stability. An evaluation for tsunamis[†] for certain coastal sites should also be performed to demonstrate that sliding or tip-over will not occur and that the maximum flood depth will not be exceeded.

Analysis for each site for such transient hydrological loadings must be made for that site. It is expected that the plant licensee will perform this evaluation under the provisions of 10CFR72.212.

2.2.3.7 Seismic Design Loadings

The HI-STORM 100 System must withstand loads arising due to a seismic event and must be shown not to tip over during a seismic event. Subsection 3.4.7 contains calculations based on conservative static "incipient tipping" calculations which demonstrate static stability. The calculations in Section 3.4.7 result in the values reported in Table 2.2.8, which provide the maximum horizontal zero period acceleration (ZPA) versus vertical acceleration multiplier above which static incipient tipping would occur. This conservatively assumes the peak acceleration values of each of the two horizontal earthquake components and the vertical component occur simultaneously. The maximum horizontal ZPA provided in Table 2.2.8 is the vector sum of two horizontal earthquakes.

For anchored casks, the limit on zero period accelerations is set by the structural capacity of the sector lugs and anchoring studs. Table 2.2.8 provides the limits for HI-STORM 100A for the maximum vector sum of two horizontal earthquake peak ZPAs along with the coincident limit on the vertical ZPA.

2.2.3.8 100% Fuel Rod Rupture

The HI-STORM 100 System must withstand loads due to 100% fuel rod rupture. For conservatism, 100 percent of the fuel rods are assumed to rupture with 100 percent of the fill gas and 30% of the significant radioactive gases (e.g., H^3, Kr, and Xe) released in accordance with NUREG-1536. All of the fill gas contained in non-fuel hardware, such as Burnable Poison Rod Assemblies (BPRAs) is also assumed to be released in analyzing this event.

2.2.3.9 Confinement Boundary Leakage

No credible scenario has been identified that would cause failure of the confinement system. Section 7.1 provides a discussion as to why leakage of any magnitude from the MPC is not credible, based on the materials and methods of fabrication and inspection.

2.2.3.10 Explosion

The HI-STORM 100 System must withstand loads due to an explosion. The accident condition MPC external pressure and overpack pressure differential specified in Table 2.2.1 bounds all credible

† A tsunami is an ocean wave from seismic or volcanic activity or from submarine landslides. A tsunami may be the result of nearby or distant events. A tsunami loading may exist in combination with wave splash and spray, storm surge and tides.

external explosion events. There are no credible internal explosive events since all materials are compatible with the various operating environments, as discussed in Section 3.4.1, or appropriate preventive measures are taken to preclude internal explosive events (see Section 1.2.1.3.1.1). The MPC is composed of stainless steel, neutron absorber material, and prior to CoC Amendment 2, possibly optional aluminum alloy 1100 heat conduction elements. For these materials, and considering the protective measures taken during loading and unloading operations there is no credible internal explosive event.

2.2.3.11 Lightning

The HI-STORM 100 System must withstand loads due to lightning. The effect of lightning on the HI-STORM 100 System is evaluated in Chapter 11.

2.2.3.12 Burial Under Debris

The HI-STORM 100 System must withstand burial under debris. Such debris may result from floods, wind storms, or mud slides. Mud slides, blowing debris from a tornado, or debris in flood water may result in duct blockage, which is addressed in Subsection 2.2.3.13. The thermal effects of burial under debris on the HI-STORM 100 System is evaluated in Chapter 11. Siting of the ISFSI pad shall ensure that the storage location is not located near shifting soil. Burial under debris is a highly unlikely accident, but is analyzed in this FSAR.

2.2.3.13 100% Blockage of Air Inlets

For conservatism, this accident is defined as a complete blockage of all four bottom air inlets. Such a blockage may be postulated to occur during accident events such as a flood or tornado with blowing debris. The HI-STORM 100 System must withstand the temperature rise as a result of 100% blockage of the air inlets and outlets. The fuel cladding temperature must be shown to remain below the off-normal/accident temperature limit specified in Table 2.2.3.

2.2.3.14 Extreme Environmental Temperature

The HI-STORM 100 System must withstand extreme environmental temperatures. The extreme accident level temperature is specified in Table 2.2.2. The extreme accident level temperature occurs with steady-state insolation. This temperature is assumed to persist for a duration sufficient to allow the system to reach steady-state temperatures. The HI-STORM overpack and MPC have a large thermal inertia. Therefore, this temperature is assumed to persist over three days (3-day average).

2.2.3.15 Bounding Hydraulic, Wind, and Missile Loads for HI-STORM 100A

In the anchored configuration, the HI-STORM 100A System is clearly capable of withstanding much greater lateral loads than a free-standing overpack. Coastal sites in many areas of the world, particularly the land mass around the Pacific Ocean, may be subject to severe fluid inertial loads. Several publications [2.2.10, 2.2.11] explain and quantify the nature and source of such environmental hazards.

It is recognized that a lateral fluid load may also be accompanied by an impact force from a fluid borne missile (debris). Rather than setting specific limits for these loads on an individual basis, a limit on the static overturning base moment on the anchorage is set. This bounding overturning moment is given in Table 2.2.8 and is set at a level that ensures that structural safety margins on the sector lugs and on the anchor studs are essentially equal to the structural safety margins of the same components under the combined effect of the net horizontal and vertical seismic load limits in Table 2.2.8.The ISFSI owner bears the responsibility to establish that the lateral hydraulic, wind, and missile loads at his ISFSI site do not yield net overturning moments, when acting separately or together, that exceed the limit value in Table 2.2.8. If loadings are increased above those values for free-standing casks, their potential effect on the other portions of the cask system must be considered.

2.2.4 Applicability of Governing Documents

The ASME Boiler and Pressure Vessel Code (ASME Code), 1995 Edition, with Addenda through 1997 [2.2.1], is the governing code for the structural design of the MPC, the metal structure of the HI-STORM 100 overpack, and the HI-TRAC transfer cask, except for Sections V and IX. The latest effective editions of ASME Section V and IX may be used, provided a written reconciliation of the later edition against the 1995 Edition, including addenda, is performed by the certificate holder. The MPC enclosure vessel and fuel basket are designed in accordance with Section III, Subsections NB Class 1 and NG Class 1, respectively. The metal structure of the overpack and the HI-TRAC transfer cask are designed in accordance with Section III, Subsection NF Class 3. The ASME Code is applied to each component consistent with the function of the component.

ACI 349 is the governing code for the plain concrete in the HI-STORM 100 overpack. ACI 318-95 is the applicable code utilized to determine the allowable compressive strength of the plain concrete credited during structural analysis. Appendix 1.D provides the sections of ACI 349 and ACI 318-95 applicable to the plain concrete.

Table 2.2.6 provides a summary of each structure, system and component (SSC) of the HI-STORM 100 System that is identified as important to safety, along with its function and governing Code. Some components perform multiple functions and in those cases, the most restrictive Code is applied. In accordance with NUREG/CR-6407, "Classification of Transportation Packaging and Dry Spent Fuel Storage System Components", and according to importance to safety, components of the HI-STORM 100 System are classified as A, B, C, or NITS (not important to safety) in Table 2.2.6. Section 13.1 provides the criteria used to classify each item. The classification of necessary auxiliary equipment is provided in Table 8.1.6.

Table 2.2.7 lists the applicable governing Code for material procurement, design, fabrication and inspection of the components of the HI-STORM 100 System. The ASME Code section listed in the design column is the section used to define allowable stresses for structural analyses.

Table 2.2.15 lists the alternatives to the ASME Code for the HI-STORM 100 System and the justification for those alternatives.

The MPC enclosure vessel and certain fuel basket designs utilized in the HI-STORM 100 System are identical to the MPC components described in the SARs for the HI-STAR 100 System for storage (Docket 72-1008) and transport (Docket 71-9261). To avoid unnecessary repetition of the large numbers of stress analyses, this document refers to those SARs, as applicable, if the MPC loadings for storage in the HI-STORM 100 System do not exceed those computed in the HI-STAR documents. Many of the loadings in the HI-STAR applications envelope the HI-STORM loadings on the MPC, and, therefore, a complete re-analysis of the MPC is not provided in the FSAR. Certain individual MPC analyses may have been required to license a particular MPC fuel basket design for HI-STORM that was not previously licensed for HI-STAR. These unique analyses are summarized in the appropriate location in this FSAR.

Table 2.2.16 provides a summary comparison between the loading elements. Table 2.2.16 shows that most of the loadings remain unchanged and several are less than the HI-STAR loading conditions. In addition to the magnitude of the loadings experienced by the MPC, the application of the loading must also be considered. Therefore, it is evident from Table 2.2.16 that the MPC stress limits can be ascertained to be qualified a priori if the HI-STAR analyses and the thermal loadings under HI-STORM storage are not more severe compared to previously analyzed HI-STAR conditions. In the analysis of each of the normal, off-normal, and accident conditions, the effect on the MPC is evaluated and compared to the corresponding condition analyzed in the HI-STAR 100 System SARs [2.2.4 and 2.2.5]. If the HI-STORM loading is greater than the HI-STAR loading or the loading is applied differently, the analysis of its effect on the MPC is evaluated in Chapter 3.

2.2.5 Service Limits

In the ASME Code, plant and system operating conditions are commonly referred to as normal, upset, emergency, and faulted. Consistent with the terminology in NRC documents, this FSAR utilizes the terms normal, off-normal, and accident conditions.

The ASME Code defines four service conditions in addition to the Design Limits for nuclear components. They are referred to as Level A, Level B, Level C, and Level D service limits, respectively. Their definitions are provided in Paragraph NCA-2142.4 of the ASME Code. The four levels are used in this FSAR as follows:

a. Level A Service Limits: Level A Service Limits are used to establish allowables for normal condition load combinations.

b. Level B Service Limits: Level B Service Limits are used to establish allowables for off-normal condition load combinations.

c. Level C Service Limits: Level C Service Limits are not used.

d. Level D Service Limits: Level D Service Limits are used to establish allowables for accident condition load combinations.

The ASME Code service limits are used in the structural analyses for definition of allowable stresses and allowable stress intensities. Allowable stresses and stress intensities for structural analyses are tabulated in Chapter 3. These service limits are matched with normal, off-normal, and accident condition loads combinations in the following subsections.

The MPC confinement boundary is required to meet Section III, Class 1, Subsection NB stress intensity limits. Table 2.2.10 lists the stress intensity limits for the Levels A, B, C, and D service limits for Class 1 structures extracted from the ASME Code (1995 Edition). The limits for the MPC fuel basket, required to meet the stress intensity limits of Subsection NG of the ASME Code, are listed in Table 2.2.11. Table 2.2.12 lists allowable stress limits for the steel structure of the HI-STORM overpack and HI-TRAC which are analyzed to meet the stress limits of Subsection NF, Class 3. Only service levels A, B, and D requirements, normal, off-normal, and accident conditions, are applicable.

2.2.6 Loads

Subsections 2.2.1, 2.2.2, and 2.2.3 describe the design criteria for normal, off-normal, and accident conditions, respectively. Table 2.2.13 identifies the notation for the individual loads that require consideration. The individual loads listed in Table 2.2.13 are defined from the design criteria. Each load is assigned a symbol for subsequent use in the load combinations.

The loadings listed in Table 2.2.13 fall into two broad categories; namely, (i) those that primarily affect kinematic stability, and (ii) those that produce significant stresses. The loadings in the former category are principally applicable to the overpack. Tornado wind (W'), earthquake (E), and tornado-borne missile (M) are essentially loadings which can destabilize a cask. Analyses reported in Chapter 3 show that the HI-STORM 100 overpack structure will remain kinematically stable under these loadings. Additionally, for the missile impact case (M), analyses that demonstrate that the overpack structure remains unbreached by the postulated missiles are provided in Chapter 3.

Loadings in the second category produce global stresses that must be shown to comply with the stress intensity or stress limits, as applicable. The relevant loading combinations for the fuel basket, the MPC, the HI-TRAC and the HI-STORM overpack are different because of differences in their function. For example, the fuel basket does not experience a pressure loading because it is not a pressure vessel. The specific load combination for each component is specified in Subsection 2.2.7.

2.2.7 Load Combinations

To demonstrate compliance with the design requirements for normal, off-normal, and accident conditions of storage, the individual loads, identified in Table 2.2.13, are combined into load combinations. In the formation of the load combinations, it is recognized that the number of combinations requiring detailed analyses is reduced by defining bounding loads. Analyses performed using bounding loads serve to satisfy the requirements for analysis of a multitude of separately identified loads in combination.

For example, the values established for internal and external pressures (P_i and P_o) are defined such that they bound other surface-intensive loads, namely snow (S), tornado wind (W'), flood (F), and explosion (E^*). Thus, evaluation of pressure in a load combination established for a given storage condition enables many individual load effects to be included in a single load combination.

Table 2.2.14 identifies the combinations of the loads that are required to be considered in order to ensure compliance with the design criteria set forth in this chapter. Table 2.2.14 presents the load combinations in terms of the loads that must be considered together. A number of load combinations are established for each ASME Service Level. Within each loading case, there may be more than one analysis that is required to demonstrate compliance. Since the breakdown into specific analyses is most applicable to the structural evaluation, the identification of individual analyses with the applicable loads for each load combination is found in Chapter 3. Table 3.1.3 through 3.1.5 define the particular evaluations of loadings that demonstrate compliance with the load combinations of Table 2.2.14.

For structural analysis purposes, Table 2.2.14 serves as an intermediate classification table between the definition of the loads (Table 2.2.13 and Section 2.2) and the detailed analysis combinations (Tables 3.1.3 through 3.1.5).

Finally, it should be noted that the load combinations identified in NUREG-1536 are considered as applicable to the HI-STORM 100 System. The majority of load combinations in NUREG-1536 are directed toward reinforced concrete structures. Those load combinations applicable to steel structures are directed toward frame structures. As stated in NUREG-1536, Page 3-35 of Table 3-1, "Table 3-1 does not apply to the analysis of confinement casks and other components designed in accordance with Section III of the ASME B&PV Code." Since the HI-STORM 100 System is a metal shell structure, with concrete primarily employed as shielding, the load combinations of NUREG-1536 are interpreted within the confines and intent of the ASME Code.

2.2.8 Allowable Stresses

The stress intensity limits for the MPC confinement boundary for the design condition and the service conditions are provided in Table 2.2.10. The MPC confinement boundary stress intensity limits are obtained from ASME Code, Section III, Subsection NB. The stress intensity limits for the MPC fuel basket are presented in Table 2.2.11 (governed by Subsection NG of Section III). The steel structure of the overpack and the HI-TRAC meet the stress limits of Subsection NF of ASME Code, Section III for plate and shell components. Limits for the Level D condition are obtained from Appendix F of ASME Code, Section III for the steel structure of the overpack. The ASME Code is not applicable to the HI-TRAC transfer cask for accident conditions, service level D conditions. The HI-TRAC transfer cask has been shown by analysis to not deform sufficiently to apply a load to the MPC, have any shell rupture, or have the top lid, pool lid, or transfer lid (as applicable) detach.

The following definitions of terms apply to the tables on stress intensity limits; these definitions are the same as those used throughout the ASME Code:

S_m: Value of Design Stress Intensity listed in ASME Code Section II, Part D, Tables 2A, 2B and 4

S_y: Minimum yield strength at temperature

S_u: Minimum ultimate strength at temperature

Table 2.2.1

DESIGN PRESSURES

Pressure Location	Condition	Pressure (psig)
MPC Internal Pressure	Normal	100
	Off-Normal	110
	Accident	200
MPC External Pressure	Normal	(0) Ambient
	Off-Normal	(0) Ambient
	Accident	60
Overpack External Pressure	Normal	(0) Ambient
	Off-Normal	(0) Ambient
	Accident	10 (differential pressure for 1 second maximum) or 5 (differential pressure steady state)
HI-TRAC Water Jacket	Normal	60
	Off-normal	60
	Accident	N/A (Under accident conditions, the water jacket is assumed to have lost all water thru the pressure relief valves)

Table 2.2.2

ENVIRONMENTAL TEMPERATURES

Condition	Temperature (°F)	Comments
HI-STORM 100 Overpack		
Normal Ambient (Bounding Annual Average)	80	
Normal Soil Temperature (Bounding Annual Average)	77	
Off-Normal Ambient (3-Day Average)	-40 and 100	-40°F with no insolation 100°F with insolation
Extreme Accident Level Ambient (3-Day Average)	125	125°F with insolation starting at steady-state off-normal high environment temperature
HI-TRAC Transfer Cask		
Normal (Bounding Annual Average)	~~100~~*80*	
~~Off-Normal (3-Day Average)~~	~~0 and 100~~	~~0° F with no insolation~~ ~~100° F with insolation~~

Note:

1. Handling operations with the loaded HI-STORM overpack and HI-TRAC transfer cask are limited to working area ambient temperatures greater than or equal to 0°F as specified in Subsection 2.2.1.2.

Table 2.2.3
DESIGN TEMPERATURES

HI-STORM 100 Component	**Long Term, Normal Condition Design Temperature Limits (° F)**	**Off-Normal and Accident Condition Temperature Limits (° F)**
MPC shell	500	~~775~~*1200*
MPC basket	725	~~950~~*1200*
MPC Neutron Absorber	800	~~950~~*1000*
MPC lid	550	~~775~~*1200*
MPC closure ring	400	~~775~~*1200*
MPC baseplate	400	~~775~~*1200*
~~MPC Heat Conduction Elements~~	~~725~~	~~950~~
HI-TRAC inner shell	400	~~600~~*800*
HI-TRAC pool lid/transfer lid	350	~~700~~*800*
HI-TRAC top lid	400	~~700~~*800*
HI-TRAC top flange	400	700
HI-TRAC pool lid seals	350	N/A
HI-TRAC bottom lid bolts	350	~~700~~*800*
HI-TRAC bottom flange	350	~~700~~*800*
HI-TRAC top lid neutron shielding	300	350
HI-TRAC radial neutron shield	307	N/A
HI-TRAC radial lead gamma shield	350	600
Remainder of HI-TRAC	350	~~700~~*800*
Fuel Cladding	752	752 or 1058 (Short Term Operations)†‡ 1058 (Off-~~n~~*N*ormal and Accident Conditions)
~~Overpack outer shell~~	~~350~~	~~600~~
Overpack concrete	300	350
~~Overpack inner shell~~	~~350~~	~~400~~
Overpack Lid Top and Bottom Plate*s*	450	~~550~~800
Remainder of overpack steel structure	350	~~400~~800

‡† Normal short term operations includes MPC drying and onsite transport per Reference [2.0.8]. The 1058°F temperature limit applies to MPCs containing all moderate burnup fuel as discussed in Reference [2.0.9]. The limit for MPCs containing one or more high burnup fuel assemblies is 752°F. See also Section 4.3.

Table 2.2.4

TORNADO CHARACTERISTICS

Condition	Value
Rotational wind speed (mph)	290
Translational speed (mph)	70
Maximum wind speed (mph)	360
Pressure drop (psi)	3.0

Table 2.2.5

TORNADO-GENERATED MISSILES

Missile Description	Mass (kg)	Velocity (mph)
Automobile	1800	126
Rigid solid steel cylinder (8 in. diameter)	125	126
Solid sphere (1 in. diameter)	0.22	126

TABLE 2.2.6

MATERIALS AND COMPONENTS OF THE HI-STORM 100 SYSTEM
MPC [1,2]

Primary Function	Component [3]	Safety Class [4]	Codes/Standards (as applicable to component)	Material	Strength (ksi)	Special Surface Finish/Coating	Contact Matl. (if dissimilar)
Confinement	Shell	A	ASME Section III; Subsection NB	Alloy X [5]	See Appendix 1.A	NA	NA
Confinement	Baseplate	A	ASME Section III; Subsection NB	Alloy X	See Appendix 1.A	NA	NA
Confinement	Lid (One-piece design and top portion of optional two-piece design)	A	ASME Section III; Subsection NB	Alloy X	See Appendix 1.A	NA	NA
Confinement	Closure Ring	A	ASME Section III; Subsection NB	Alloy X	See Appendix 1.A	NA	NA
Confinement	Port Cover Plates	A	ASME Section III; Subsection NB	Alloy X	See Appendix 1.A	NA	NA
Criticality Control	Basket Cell Plates	A	ASME Section III; Subsection NG core support structures (NG-1121)	Alloy X	See Appendix 1.A	NA	NA
Criticality Control	Neutron Absorber	A	Non-code	NA	NA	NA	Aluminum/SS
Shielding	Drain and Vent Shield Block	C	Non-code	Alloy X	See Appendix 1.A	NA	NA
Shielding	Plugs for Drilled Holes	NITS	Non-code	SA 193B8 (or equivalent)	See Appendix 1.A	NA	NA

Notes:
1) There are no known residuals on finished component surfaces
2) All welding processes used in welding the components shall be qualified in accordance with the requirements of ASME Section IX. All welds shall be made using welders qualified in accordance with ASME Section IX. Weld material shall meet the requirements of ASME Section II and the applicable Subsection of ASME Section III.
3) Component nomenclature taken from Bill of Materials in Chapter 1.
4) A, B, and C denote important to safety classifications as described in the Holtec QA Program. NITS stands for Not Important to Safety.
5) For details on Alloy X material, see Appendix 1.A.
6) Must be Type 304, 304LN, 316, or 316 LN with tensile strength $\geq$ 75 ksi, yield strength $\geq$ 30 ksi and chemical properties per ASTM A554.

TABLE 2.2.6

MATERIALS AND COMPONENTS OF THE HI-STORM 100 SYSTEM
MPC (1,2)

Primary Function	Component (3)	Safety Class (4)	Codes/Standards (as applicable to component)	Material	Strength (ksi)	Special Surface Finish/Coating	Contact Matl. (if dissimilar)
Shielding	Bottom portion of optional two-piece MPC lid design	B	Non-code	Alloy X	See Appendix 1.A	NA	NA
Structural Integrity	Upper Fuel Spacer Column	B	ASME Section III; Subsection NG (only for stress analysis)	Alloy X	See Appendix 1.A	NA	NA
Structural Integrity	Sheathing	A	Non-code	Alloy X	See Appendix 1.A	Aluminum/SS	NA
Structural Integrity	Shims	NITS	Non-code (shims welded directly to angle plate basket supports are ASME Section II)	Alloy X	See Appendix 1.A	NA	NA
Structural Integrity	Basket Supports (Angled Plates)	A	ASME Section III; Subsection NG internal structures (NG-1122)	Alloy X	See Appendix 1.A	NA	NA
Structural Form	Basket Supports (Flat Plates)	NITS	Non-Code	Alloy X	See Appendix 1.A	NA	NA
Structural Integrity	Lift Lug	C	NUREG-0612	Alloy X	See Appendix 1.A	NA	NA
Structural Integrity	Lift Lug Baseplate	C	Non-code	Alloy X	See Appendix 1.A	NA	NA
Structural Integrity	Upper Fuel Spacer Bolt	NITS	Non-code	A193-B8 (or equiv.)	Per ASME Section II	NA	NA

Notes:
1) There are no known residuals on finished component surfaces
2) All welding processes used in welding the components shall be qualified in accordance with the requirements of ASME Section IX. All welds shall be made using welders qualified in accordance with ASME Section IX. Weld material shall meet the requirements of ASME Section II and the applicable Subsection of ASME Section III.
3) Component nomenclature taken from Bill of Materials in Chapter 1.
4) A, B, and C denote important to safety classifications as described in the Holtec QA Program. NITS stands for Not Important to Safety.
5) For details on Alloy X material, see Appendix 1.A.
6) Must be Type 304, 304LN, 316, or 316 LN with tensile strength $\geq$ 75 ksi, yield strength $\geq$ 30 ksi and chemical properties per ASTM A554.

TABLE 2.2.6

MATERIALS AND COMPONENTS OF THE HI-STORM 100 SYSTEM
MPC [1,2]

Primary Function	Component [3]	Safety Class [4]	Codes/Standards (as applicable to component)	Material	Strength (ksi)	Special Surface Finish/Coating	Contact Matl. (if dissimilar)
Structural Integrity	Upper Fuel Spacer End Plate	B	Non-code	Alloy X	See Appendix 1.A	NA	NA
Structural Integrity	Lower Fuel Spacer Column	B	ASME Section III; Subsection NG (only for stress analysis)	Stainless Steel. See Note 6	See Appendix 1.A	NA	NA
Structural Integrity	Lower Fuel Spacer End Plate	B	Non-code	Alloy X	See Appendix 1.A	NA	NA
Structural Integrity	Vent Shield Block Spacer	C	Non-code	Alloy X	See Appendix 1.A	NA	NA
Operations	Vent and Drain Tube	C	Non-code	S/S	Per ASME Section II	Thread area surface hardened	NA
Operations	Vent & Drain Cap	C	Non-code	S/S	Per ASME Section II	NA	NA
Operations	Vent & Drain Cap Seal Washer	NITS	Non-code	Aluminum	NA	NA	Aluminum/SS
Operations	Vent & Drain Cap Seal Washer Bolt	NITS	Non-code	Aluminum	NA	NA	NA
Operations	Reducer	NITS	Non-code	Alloy X	See Appendix 1.A	NA	NA
Operations	Drain Line	NITS	Non-code	Alloy X	See Appendix 1.A	NA	NA
Operations	Damaged Fuel Container	C	ASME Section III; Subsection NG	304 S/S except for locking spring,	See Appendix 1.A	NA	NA

Notes:
1) There are no known residuals on finished component surfaces
2) All welding processes used in welding the components shall be qualified in accordance with the requirements of ASME Section IX. All welds shall be made using welders qualified in accordance with ASME Section IX. Weld material shall meet the requirements of ASME Section II and the applicable Subsection of ASME Section III.
3) Component nomenclature taken from Bill of Materials in Chapter 1.
4) A, B, and C denote important to safety classifications as described in the Holtec QA Program. NITS stands for Not Important to Safety.
5) For details on Alloy X material, see Appendix 1.A.
6) Must be Type 304, 304LN, 316, or 316 LN with tensile strength $\geq$ 75 ksi, yield strength $\geq$ 30 ksi and chemical properties per ASTM A554.

TABLE 2.2.6

MATERIALS AND COMPONENTS OF THE HI-STORM 100 SYSTEM
MPC [1,2]

Primary Function	Component [3]	Safety Class [4]	Codes/Standards (as applicable to component)	Material	Strength (ksi)	Special Surface Finish/Coating	Contact Matl. (if dissimilar)
				which may be any type of SS			
Operations	Drain Line Guide Tube	NITS	Non-code	S/S	NA	NA	NA

Notes:
1) There are no known residuals on finished component surfaces
2) All welding processes used in welding the components shall be qualified in accordance with the requirements of ASME Section IX. All welds shall be made using welders qualified in accordance with ASME Section IX. Weld material shall meet the requirements of ASME Section II and the applicable Subsection of ASME Section III.
3) Component nomenclature taken from Bill of Materials in Chapter 1.
4) A, B, and C denote important to safety classifications as described in the Holtec QA Program. NITS stands for Not Important to Safety.
5) For details on Alloy X material, see Appendix 1.A.
6) Must be Type 304, 304LN, 316, or 316 LN with tensile strength $\geq$ 75 ksi, yield strength $\geq$ 30 ksi and chemical properties per ASTM A554.

TABLE 2.2.6

MATERIALS AND COMPONENTS OF THE HI-STORM 100 SYSTEM
OVERPACK [1,2]

Primary Function	Component [3]	Safety Class [4]	Codes/Standards (as applicable to component)	Material	Strength (ksi)	Special Surface Finish/Coating	Contact Matl. (if dissimilar)
Shielding	Radial Shield	B	ACI 349, App. 1.D	Concrete	See Table 1.D.1	NA	NA
Shielding	Shield Block Ring (100)	B	See Note 6	SA516-70	See Table 3.3.2	See Note 5	NA
Shielding	Lid Shield Ring (100S and 100S Version B) and Shield Block Shell (100S)	B	ASME Section III; Subsection NF	SA516-70 or SA515-70 (SA515-70 not permitted for 100S Version B)	See Table 3.3.2	See Note 5	NA
Shielding	Shield Block Shell (100)	B	See Note 6	SA516-70 or SA515-70	See Table 3.3.2	See Note 5	NA
Shielding	Pedestal Shield	B	ACI 349, App. 1-D	Concrete	See Table 1.D.1	NA	NA
Shielding	Lid Shield	B	ACI 349, App. 1-D	Concrete	See Table 1.D.1	NA	NA
Shielding	Shield Shell (eliminated from design 6/01)	B	See Note 6	SA516-70	See Table 3.3.2	NA	NA
Shielding	Shield Block	B	ACI 349, App. 1-D	Concrete	See Table 1.D.1	NA	NA
Shielding	Gamma Shield Cross Plates & Tabs	C	Non-code	SA240-304	NA	NA	NA
Structural Integrity	Baseplate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.3	See Note 5	NA

Notes:
1) There are no known residuals on finished component surfaces
2) All welding processes used in welding the components shall be qualified in accordance with the requirements of ASME Section IX. All welds shall be made using welders qualified in accordance with ASME Section IX. Weld material shall meet the requirements of ASME Section II and the applicable Subsection of ASME Section III.
3) Component nomenclature taken from Bills of Material and drawings in Chapter 1. All components are “as applicable” based in the overpack drawing/BOM unless otherwise noted.
4) A, B, and C denote important to safety classifications as described in the Holtec QA Program. NITS stands for Not Important to Safety.
5) All exposed steel surfaces (except threaded holes) to be painted with Thermaline 450 or equivalent to the extent practical.
6) Welds will meet AWS D1.1 requirements for prequalified welds, except that welder qualification and weld procedures of ASME Code Section IX may be substituted.

TABLE 2.2.6

MATERIALS AND COMPONENTS OF THE HI-STORM 100 SYSTEM
OVERPACK [1,2]

Primary Function	Component [3]	Safety Class [4]	Codes/Standards (as applicable to component)	Material	Strength (ksi)	Special Surface Finish/Coating	Contact Matl. (if dissimilar)
Structural Integrity	Outer Shell	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Inner Shell	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Concrete Form	Pedestal Shell	B	See Note 6	SA516-70	See Table 3.3.2	See Note 5	NA
Concrete Form	Pedestal Plate (100) Pedestal Baseplate (100S)	B	See Note 6	SA516-70 or SA515-70	See Table 3.3.2	See Table 3.3.2	NA
Structural Integrity	Lid Bottom Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Lid Shell	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Inlet Vent Vertical & Horizontal Plates	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Thermal	Exit Vent Horizontal Plate (100)	B	See Note 6	SA516-70	See Table 3.3.2	See Note 5	NA
Thermal	Exit Vent Vertical/Side Plate	B	See Note 6	SA516-70 or SA515-70	See Table 3.3.2	See Note 5	NA
Thermal	Heat Shield	B	N/A	C/S	N/A	See Note 5	N/A
Thermal	Heat Shield Ring	B	N/A	C/S	N/A	See Note 5	N/A

Notes:
1) There are no known residuals on finished component surfaces
2) All welding processes used in welding the components shall be qualified in accordance with the requirements of ASME Section IX. All welds shall be made using welders qualified in accordance with ASME Section IX. Weld material shall meet the requirements of ASME Section II and the applicable Subsection of ASME Section III.
3) Component nomenclature taken from Bills of Material and drawings in Chapter 1. All components are "as applicable" based in the overpack drawing/BOM unless otherwise noted.
4) A, B, and C denote important to safety classifications as described in the Holtec QA Program. NITS stands for Not Important to Safety.
5) All exposed steel surfaces (except threaded holes) to be painted with Thermaline 450 or equivalent to the extent practical.
6) Welds will meet AWS D1.1 requirements for prequalified welds, except that welder qualification and weld procedures of ASME Code Section IX may be substituted.

TABLE 2.2.6

MATERIALS AND COMPONENTS OF THE HI-STORM 100 SYSTEM
OVERPACK [1,2]

Primary Function	Component [3]	Safety Class [4]	Codes/Standards (as applicable to component)	Material	Strength (ksi)	Special Surface Finish/Coating	Contact Matl. (if dissimilar)
Structural Integrity	Top Plate, including shear ring	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Lid Top (Cover) Plate, including shear ring	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Radial Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Lid Stud & Nut	B	ASME Section II	SA564-630 or SA 193-B7 (stud) SA 194-2H (nut)	See Table 3.3.4	Threads to have cadmium coating (or similar lubricant for corrosion protection)	NA
Structural Integrity	100S Lid Washer	B	Non-Code	SA240-304	Per ASME Section II	NA	NA
Structural Integrity	Bolt Anchor Block	B	ASME Section III; Subsection NF ANSI N14.6	SA350-LF3, SA350-LF2, or SA203E	See Table 3.3.3	See Note 5	NA
Structural Integrity	Channel	B	ASME Section III; Subsection NF	SA516-70 (galvanized) or SA240-304	See Table 3.3.2 or Table 3.3.1	See Note 5	NA
Structural Integrity	Channel Mounts	B	ASME Section III; Subsection NF	A36 or equivalent	Per ASME Section II	See Note 5	NA

Notes:
1) There are no known residuals on finished component surfaces
2) All welding processes used in welding the components shall be qualified in accordance with the requirements of ASME Section IX. All welds shall be made using welders qualified in accordance with ASME Section IX. Weld material shall meet the requirements of ASME Section II and the applicable Subsection of ASME Section III.
3) Component nomenclature taken from Bills of Material and drawings in Chapter 1. All components are “as applicable” based in the overpack drawing/BOM unless otherwise noted.
4) A, B, and C denote important to safety classifications as described in the Holtec QA Program. NITS stands for Not Important to Safety.
5) All exposed steel surfaces (except threaded holes) to be painted with Thermaline 450 or equivalent to the extent practical.
6) Welds will meet AWS D1.1 requirements for prequalified welds, except that welder qualification and weld procedures of ASME Code Section IX may be substituted.

TABLE 2.2.6

MATERIALS AND COMPONENTS OF THE HI-STORM 100 SYSTEM OVERPACK [1,2]

Primary Function	Component [3]	Safety Class [4]	Codes/Standards (as applicable to component)	Material	Strength (ksi)	Special Surface Finish/Coating	Contact Matl. (if dissimilar)
Shielding	Pedestal Platform	B	Non-Code	A36 or equivalent	NA	See Note 5	NA
Operations	Storage Marking Nameplate	NITS	Non-code	SA240-304	NA	NA	NA
Operations	Exit Vent Screen Sheet	NITS	Non-code	SA240-304	NA	NA	NA
Operations	Drain Pipe	NITS	Non-code	C/S or S/S	NA	See Note 5	NA
Operations	Exit & Inlet Screen Frame	NITS	Non-code	SA240-304	NA	NA	NA
Operations	Temperature Element & Associated Temperature Monitoring Equipment	C	Non-code	NA	NA	NA	NA
Operations	Screen	NITS	Non-code	Mesh Wire	NA	NA	NA
Operations	Paint	NITS	Non-code	Thermaline 450 or equivalent	NA	NA	NA
Structural Integrity	100S Version B Base Bottom Plate	B	ASME III; Subsection NF	SA516- 70	See Table 3.3.2	See Note 5	NA
Structural Integrity	100S Version B Base Spacer Block	B	Non-code	SA36	NA	See Note 5	NA
Shielding	100S Version B Base Shield Block	B	Non-code	SA36	NA	See Note 5	NA
Structural Integrity	100S Version B Base Top Plate	B	ASME III; Subsection NF	SA 516-70	See Table 3.3.2	See Note 5	NA

Notes:

1) There are no known residuals on finished component surfaces
2) All welding processes used in welding the components shall be qualified in accordance with the requirements of ASME Section IX. All welds shall be made using welders qualified in accordance with ASME Section IX. Weld material shall meet the requirements of ASME Section II and the applicable Subsection of ASME Section III.
3) Component nomenclature taken from Bills of Material and drawings in Chapter 1. All components are “as applicable” based in the overpack drawing/BOM unless otherwise noted.
4) A, B, and C denote important to safety classifications as described in the Holtec QA Program. NITS stands for Not Important to Safety.
5) All exposed steel surfaces (except threaded holes) to be painted with Thermaline 450 or equivalent to the extent practical.
6) Welds will meet AWS D1.1 requirements for prequalified welds, except that welder qualification and weld procedures of ASME Code Section IX may be substituted.

TABLE 2.2.6

MATERIALS AND COMPONENTS OF THE HI-STORM 100 SYSTEM OVERPACK [1,2]

Primary Function	Component [3]	Safety Class [4]	Codes/Standards (as applicable to component)	Material	Strength (ksi)	Special Surface Finish/Coating	Contact Matl. (if dissimilar)
Structural Integrity	100S Version B Base MPC Support	B	Non-code	SA36	NA	See Note 5	NA
Shielding	100S Version B Lid Outer Ring	B	ASME III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Operations	100S Version B Lid Vent Duct	NITS	Non-code	Carbon Steel	NA	See Note 5	NA
Structural Integrity	100S Version B Lid Inner Ring	B	ASME III; Subsection NF	SA36	See Table 3.3.2	See Note 5	NA
Operations	100S Version B Lid Stud Pipe	NITS	Non-code	Carbon Steel	NA	See Note 5	NA
Operations	100S Version B Lid Stud Spacer	NITS	Non-code	Carbon Steel	NA	See Note 5	NA
Operations	100S Version B Lid Lift Block	B	ASME III; Subsection NF	SA36	See Table 3.3.2	See Note 5	NA
Shielding	100S Version B Lid Vent Shield	B	Non-code	SA36	NA	See Note 5	NA
Operations	100S Version B Lid Stud Washer	C	Non-code	Stainless Steel	NA	See Note 5	NA
Operations	100S Version B Lid Stud Cap	NITS	Non-code	PVC	NA	See Note 5	NA
Structural Integrity	100S Version B Radial Gusset	B	ASME III; Subsection NF	SA 516-70	NA	See Note 5	NA

Notes:
1) There are no known residuals on finished component surfaces
2) All welding processes used in welding the components shall be qualified in accordance with the requirements of ASME Section IX. All welds shall be made using welders qualified in accordance with ASME Section IX. Weld material shall meet the requirements of ASME Section II and the applicable Subsection of ASME Section III.
3) Component nomenclature taken from Bills of Material and drawings in Chapter 1. All components are "as applicable" based in the overpack drawing/BOM unless otherwise noted.
4) A, B, and C denote important to safety classifications as described in the Holtec QA Program. NITS stands for Not Important to Safety.
5) All exposed steel surfaces (except threaded holes) to be painted with Thermaline 450 or equivalent to the extent practical.
6) Welds will meet AWS D1.1 requirements for prequalified welds, except that welder qualification and weld procedures of ASME Code Section IX may be substituted.

TABLE 2.2.6

MATERIALS AND COMPONENTS OF THE HI-STORM 100 SYSTEM
HI-TRAC TRANSFER CASK [1,2]

Primary Function	Component [3]	Safety Class [4]	Codes/Standards (as applicable to component)	Material	Strength (ksi)	Special Surface Finish/Coating	Contact Matl. (if dissimilar)
Shielding	Radial Lead Shield	B	Non-code	Lead	NA	NA	NA
Shielding	Pool Lid Lead Shield	B	Non-code	Lead	NA	NA	NA
Shielding	Top Lid Shielding	B	Non-code	Holtite	NA	NA	NA
Shielding	Plugs for Lifting Holes	NITS	Non-code	C/S or S/S	NA	NA	
Structural Integrity	Outer Shell	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Inner Shell	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Radial Ribs	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Water Jacket Enclosure Shell Panels (HI-TRAC 100 and 125)	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Water Jacket Enclosure Shell Panels (HI-TRAC 125D)	B	ASME Section III; Subsection NF	SA516-70 or SA515-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Water Jacket End Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Top Flange	B	ASME Section III; Subsection NF	SA350-LF3	See Table 3.3.3	See Note 5	NA
Structural Integrity	Lower Water Jacket Shell	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA

Notes:
1) There are no known residuals on finished component surfaces
2) All welding processes used in welding the components shall be qualified in accordance with the requirements of ASME Section IX. All welds shall be made using welders qualified in accordance with ASME Section IX. Weld material shall meet the requirements of ASME Section II and the applicable Subsection of ASME Section III.
3) Component nomenclature taken from Bill of Materials in Chapter 1.
4) A, B, and C denote important to safety classifications as described in the Holtec QA Program. NITS stands for Not Important to Safety.
5) All external surfaces to be painted with Carboline 890. Top surface of doors to be painted with Thermaline 450.

TABLE 2.2.6

MATERIALS AND COMPONENTS OF THE HI-STORM 100 SYSTEM
HI-TRAC TRANSFER CASK [1,2]

Primary Function	Component [3]	Safety Class [4]	Codes/Standards (as applicable to component)	Material	Strength (ksi)	Special Surface Finish/Coating	Contact Matl. (if dissimilar)
Structural Integrity	Bottom Flange	B	ASME Section III; Subsection NF	SA350-LF3 (SA516-70)	See Table 3.3.3 (Table 3.3.2)	See Note 5	NA
Structural Integrity	Pool Lid Outer Ring	B	ASME Section III; Subsection NF	SA516-70 or SA 203E or SA350-LF3	See Table 3.3.3	See Note 5	NA
Structural Integrity	Pool Lid Top Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Top Lid Outer Ring	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Top Lid Inner Ring	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Top Lid Top Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Top Lid Bottom Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Fill Port Plugs	C	ASME Section III; Subsection NF	Carbon Steel	See Table 3.3.2	See Note 5	NA

Notes:
1) There are no known residuals on finished component surfaces
2) All welding processes used in welding the components shall be qualified in accordance with the requirements of ASME Section IX. All welds shall be made using welders qualified in accordance with ASME Section IX. Weld material shall meet the requirements of ASME Section II and the applicable Subsection of ASME Section III.
3) Component nomenclature taken from Bill of Materials in Chapter 1.
4) A, B, and C denote important to safety classifications as described in the Holtec QA Program. NITS stands for Not Important to Safety.
5) All external surfaces to be painted with Carboline 890. Top surface of doors to be painted with Thermaline 450.

TABLE 2.2.6

MATERIALS AND COMPONENTS OF THE HI-STORM 100 SYSTEM
HI-TRAC TRANSFER CASK [1,2]

Primary Function	Component [3]	Safety Class [4]	Codes/Standards (as applicable to component)	Material	Strength (ksi)	Special Surface Finish/Coating	Contact Matl. (if dissimilar)
Structural Integrity	Pool Lid Bolt	B	ASME Section III; Subsection NF	SA193-B7	See Table 3.3.4	NA	NA
Structural Integrity	Lifting Trunnion Block	B	ASME Section III; Subsection NF	SA350-LF3	See Table 3.3.3	See Note 5	NA
Structural Integrity	Lifting Trunnion	A	ANSI N14.6	SB637 (N07718)	See Table 3.3.4	NA	NA
Structural Integrity	Pocket Trunnion (HI-TRAC 100 and HI-TRAC 125 only)	B	ASME Section III; Subsection NF ANSI N14.6	SA350-LF3	See Table 3.3.3	See Note 5	NA
Structural Integrity	Dowel Pins	B	ASME Section III; Subsection NF	SA564-630	See Table 3.3.4	NA	SA350-LF3
Structural Integrity	Water Jacket End Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Pool Lid Bottom Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Top Lid Lifting Block	C	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Bottom Flange Gussets (HI-TRAC 125D only)	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Operations	Top Lid Stud or bolt	B	ASME Section III; Subsection NF	SA193-B7	See Table 3.3.4	NA	NA

Notes:
1) There are no known residuals on finished component surfaces
2) All welding processes used in welding the components shall be qualified in accordance with the requirements of ASME Section IX. All welds shall be made using welders qualified in accordance with ASME Section IX. Weld material shall meet the requirements of ASME Section II and the applicable Subsection of ASME Section III.
3) Component nomenclature taken from Bill of Materials in Chapter 1.
4) A, B, and C denote important to safety classifications as described in the Holtec QA Program. NITS stands for Not Important to Safety.
5) All external surfaces to be painted with Carboline 890. Top surface of doors to be painted with Thermaline 450.

TABLE 2.2.6

MATERIALS AND COMPONENTS OF THE HI-STORM 100 SYSTEM
HI-TRAC TRANSFER CASK [1,2]

Primary Function	Component [3]	Safety Class [4]	Codes/Standards (as applicable to component)	Material	Strength (ksi)	Special Surface Finish/Coating	Contact Matl. (if dissimilar)
Operations	Top Lid Nut	B	ASME Section III; Subsection NF	SA194-2H	NA	NA	NA
Operations	Pool Lid Gasket	NITS	Non-code	Elastomer	NA	NA	NA
Operations	Lifting Trunnion End Cap (HI-TRAC 100 and HI-TRAC 125 only)	C	Non-code	SA516-70	See Table 3.3.2	See Note 5	NA
Operations	End Cap Bolts (HI-TRAC 100 and HI-TRAC 125 only)	NITS	Non-code	SA193-B7	See Table 3.3.4	NA	NA
Operations	Drain Pipes	NITS	Non-code	SA106	NA	NA	NA
Operations	Drain Bolt	NITS	Non-code	SA193-B7	See Table 3.3.4	NA	NA
Operations	Couplings, Valves and Vent Plug	NITS	Non-code	Commercial	NA	NA	NA

Notes:
1) There are no known residuals on finished component surfaces
2) All welding processes used in welding the components shall be qualified in accordance with the requirements of ASME Section IX. All welds shall be made using welders qualified in accordance with ASME Section IX. Weld material shall meet the requirements of ASME Section II and the applicable Subsection of ASME Section III.
3) Component nomenclature taken from Bill of Materials in Chapter 1.
4) A, B, and C denote important to safety classifications as described in the Holtec QA Program. NITS stands for Not Important to Safety.
5) All external surfaces to be painted with Carboline 890. Top surface of doors to be painted with Thermaline 450.

TABLE 2.2.6

MATERIALS AND COMPONENTS OF THE HI-STORM 100 SYSTEM
HI-TRAC TRANSFER LID (HI-TRAC 100 and HI-TRAC 125 ONLY) (1,2)

Primary Function	Component (3)	Safety Class (4)	Codes/Standards (as applicable to component)	Material	Strength (ksi)	Special Surface Finish/Coating	Contact Matl. (if dissimilar)
Shielding	Side Lead Shield	B	Non-code	Lead	NA	NA	NA
Shielding	Door Lead Shield	B	Non-code	Lead	NA	NA	
Shielding	Door Shielding	B	Non-code	Holtite	NA	NA	NA
Structural Integrity	Lid Top Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Lid Bottom Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Lid Intermediate Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Lead Cover Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Lead Cover Side Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Door Top Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Door Middle Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Door Bottom Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Door Wheel Housing	B	ASME Section III; Subsection NF	SA516-70 (SA350-LF3)	See Table 3.3.2 (Table 3.3.3)	See Note 5	NA
Structural Integrity	Door Interface Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Door Side Plate	B	ASME Section III;	SA516-70	See Table 3.3.2	See Note 5	NA

Notes:
1) There are no known residuals on finished component surfaces
2) All welding processes used in welding the components shall be qualified in accordance with the requirements of ASME Section IX. All welds shall be made using welders qualified in accordance with ASME Section IX. Weld material shall meet the requirements of ASME Section II and the applicable Subsection of ASME Section III.
3) Component nomenclature taken from Bill of Materials in Chapter 1.
4) A, B, and C denote important to safety classifications as described in the Holtec QA Program. NITS stands for Not Important to Safety.
5) All external surfaces to be painted with Carboline 890. Top surface of doors to be painted with Thermaline 450.

TABLE 2.2.6

MATERIALS AND COMPONENTS OF THE HI-STORM 100 SYSTEM
HI-TRAC TRANSFER LID (HI-TRAC 100 and HI-TRAC 125 ONLY) [1,2]

Primary Function	Component [3]	Safety Class [4]	Codes/Standards (as applicable to component)	Material	Strength (ksi)	Special Surface Finish/Coating	Contact Matl. (if dissimilar)
			Subsection NF				
Structural Integrity	Wheel Shaft	C	ASME Section III; Subsection NF	SA 193-B7	36 (yield)	See Note 5	NA
Structural Integrity	Lid Housing Stiffener	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Door Lock Bolt	B	ASME Section III; Subsection NB	SA193-B7	See Table 3.3.4	NA	NA
Structural Integrity	Door End Plate	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Structural Integrity	Lifting Lug and Pad	B	ASME Section III; Subsection NF	SA516-70	See Table 3.3.2	See Note 5	NA
Operations	Wheel Track	C	ASME Section III; Subsection NF	SA-36	36 (yield)	See Note 5	NA
Operations	Door Handle	NITS	Non-code	C/S or S/S	NA	See Note 5	NA
Operations	Door Wheels	NITS	Non-code	Forged Steel	NA	NA	NA
Operations	Door Stop Block	C	Non-code	SA516-70	See Table 3.3.2	See Note 5	NA
Operations	Door Stop Block Bolt	C	Non-code	SA193-B7	See Table 3.3.4	NA	NA

Notes:
1) There are no known residuals on finished component surfaces
2) All welding processes used in welding the components shall be qualified in accordance with the requirements of ASME Section IX. All welds shall be made using welders qualified in accordance with ASME Section IX. Weld material shall meet the requirements of ASME Section II and the applicable Subsection of ASME Section III.
3) Component nomenclature taken from Bill of Materials in Chapter 1.
4) A, B, and C denote important to safety classifications as described in the Holtec QA Program. NITS stands for Not Important to Safety.
5) All external surfaces to be painted with Carboline 890. Top surface of doors to be painted with Thermaline 450.

Table 2.2.7

HI-STORM 100 ASME BOILER AND PRESSURE VESSEL CODE APPLICABILITY

HI-STORM 100 Component	**Material Procurement**	**Design**	**Fabrication**	**Inspection**
Overpack steel structure	Section II, Section III, Subsection NF, NF-2000	Section III, Subsection NF, NF-3200	Section III, Subsection NF, NF-4000	Section III, Subsection NF, NF-5350, NF-5360 and Section V
Anchor Studs for HI-STORM 100A	Section II, Section III, Subsection NF, NF-2000*	Section III, Subsection NF, NF- 3300	NA	NA
MPC confinement boundary	Section II, Section III, Subsection NB, NB-2000	Section III, Subsection NB, NB-3200	Section III, Subsection NB, NB-4000	Section III, Subsection NB, NB-5000 and Section V
MPC fuel basket	Section II, Section III, Subsection NG, NG-2000; core support structures (NG-1121)	Section III, Subsection NG, NG-3300 and NG-3200; core support structures (NG-1121)	Section III, Subsection NG, NG-4000; core support structures (NG-1121)	Section III, Subsection NG, NG-5000 and Section V; core support structures (NG-1121)
HI-TRAC Trunnions	Section II, Section III, Subsection NF, NF-2000	ANSI *N*14.6	Section III, Subsection NF, NF-4000	See Chapter 9
MPC basket supports (Angled Plates)	Section II, Section III, Subsection NG, NG-2000; internal structures (NG-1122)	Section III, Subsection NG, NG-3300 and NG-3200; internal structures (NG-1122)	Section III, Subsection NG, NG-4000; internal structures (NG-1122)	Section III, Subsection NG, NG-5000 and Section V; internal structures (NG-1122)
HI-TRAC steel structure	Section II, Section III, Subsection NF, NF-2000	Section III, Subsection NF, NF-3300	Section III, Subsection NF, NF-4000	Section III, Subsection NF, NF-5360 and Section V
Damaged fuel container	Section II, Section III, Subsection NG, NG-2000	Section III, Subsection NG, NG-3300 and NG-3200	Section III, Subsection NG, NG-4000	Section III, Subsection NG, NG-5000 and Section V
Overpack concrete	ACI 349 as specified by Appendix 1.D	ACI 349 and ACI 318*.1-89(92)*~~95~~ as specified by Appendix 1.D	ACI 349 as specified by Appendix 1.D	ACI 349 as specified by Appendix 1.D

* Except impact testing shall be determined based on service temperature and material type.

Table 2.2.8

ADDITIONAL DESIGN INPUT DATA FOR NORMAL, OFF-NORMAL, AND ACCIDENT CONDITIONS

Item	Condition	Value
Snow Pressure Loading (lb./ft^2)	Normal	100
Constriction of MPC Basket Vent Opening By Crud Settling (Depth of Crud, in.)	Accident	0.85 (MPC-68) 0.36 (MPC-24 and MPC-32)
Cask Environment During the Postulated Fire Event (Deg. F)	Accident	1475
HI-STORM Overpack Fire Duration (seconds)	Accident	217
HI-TRAC Transfer Cask Fire Duration (minutes)	Accident	4.8
Maximum submergence depth due to flood (ft)	Accident	125
Flood water velocity (ft/s)	Accident	15
Interaction Relation for Horizontal & Vertical acceleration for HI-STORM	Accident	$G_H + 0.53G_V = 0.53$[††] (HI-STORM 100, 100S, and 100S Version B) $G_H = 2.12$; $G_V = 1.5$ (HI-STORM 100A)
Net Overturning Moment at base of HI-STORM 100A (ft-lb)	Accident	18.7×10^6
HI-STORM 100 Overpack Vertical Lift Height Limit (in.)	Accident	11[†††] (HI-STORM 100 and 100S), OR By Users (HI-STORM 100A)
HI-TRAC Transfer Cask Horizontal Lift Height Limit (in.)	Accident	42[†††]

[††] See Subsection 3.4.7.1 for definition of G_H and G_V. The coefficient of friction may be increased above 0.53 based on testing described in Subsection 3.4.7.1

[†††] For ISFSI and subgrade design parameter Sets A and B. Users may also develop a site-specific lift height limit.

Table 2.2.9

EXAMPLES OF ACCEPTABLE ISFSI PAD DESIGN PARAMETERS

PARAMETER	PARAMETER SET "A" †	PARAMETER SET "B"
Concrete thickness, $t_{p,}$ (inches)	$\leq$ 36	$\leq$ 28
Concrete Compressive Strength (at 28 days), f_c', (psi)	$\leq$ 4,200	$\leq$ 6,000 psi
Reinforcement Top and Bottom (both directions)	Reinforcing bar shall be 60 ksi Yield Strength ASTM Material	Reinforcing bar shall be 60 ksi Yield Strength ASTM Material
Subgrade Effective Modulus of Elasticity†† (measured prior to ISFSI pad installation), E, (psi)	$\leq$ 28,000	$\leq$ 16,000

NOTE: A static coefficient of friction of $\geq$ 0.53 between the ISFSI pad and the bottom of the overpack shall be verified by test. The test procedure shall follow the guidelines included in the Sliding Analysis in Subsection 3.4.7.1.

† The characteristics of this pad are identical to the pad considered by Lawrence Livermore Laboratory (see Appendix 3.A).

†† An acceptable method of defining the soil effective modulus of elasticity applicable to the drop and tipover analysis is provided in Table 13 of NUREG/CR-6608 with soil classification in accordance with ASTM-D2487 Standard Classification of Soils for Engineering Purposes (Unified Soil Classification System USCS) and density determination in accordance with ASTM-D1586 Standard Test Method for Penetration Test and Split/Barrel Sampling of Soils.

Table 2.2.10
MPC CONFINEMENT BOUNDARY STRESS INTENSITY LIMITS
FOR DIFFERENT LOADING CONDITIONS (ELASTIC ANALYSIS PER NB-3220)[†]

STRESS CATEGORY	DESIGN	LEVELS A & B	LEVEL D[††]
Primary Membrane, P_m	S_m	N/A[†††]	AMIN ($2.4S_m$, $.7S_u$)
Local Membrane, P_L	$1.5S_m$	N/A	150% of P_m Limit
Membrane plus Primary Bending	$1.5S_m$	N/A	150% of P_m Limit
Primary Membrane plus Primary Bending	$1.5S_m$	N/A	150% of P_m Limit
Membrane plus Primary Bending plus Secondary	N/A	$3S_m$	N/A
Average Shear Stress[††††]	$0.6S_m$	$0.6S_m$	$0.42S_u$

[†] Stress combinations including F (peak stress) apply to fatigue evaluations only.
[††] Governed by Appendix F, Paragraph F-1331 of the ASME Code, Section III.
[†††] No Specific stress limit applicable.
[††††] Governed by NB-3227.2 or F-1331.1(d).

Table 2.2.11

MPC BASKET STRESS INTENSITY LIMITS
FOR DIFFERENT LOADING CONDITIONS (ELASTIC ANALYSIS PER NG-3220)

STRESS CATEGORY	DESIGN	LEVELS A & B	LEVEL D†
Primary Membrane, P_m	S_m	S_m	AMIN ($2.4S_m$, $.7S_u$)††
Primary Membrane plus Primary Bending	$1.5S_m$	$1.5S_m$	150% of P_m Limit
Primary Membrane plus Primary Bending plus Secondary	N/A†††	$3S_m$	N/A

† Governed by Appendix F, Paragraph F-1331 of the ASME Code, Section III.
†† Governed by NB-3227.2 or F-1331.1(d).
††† No specific stress intensity limit applicable.

Table 2.2.12
STRESS LIMITS FOR DIFFERENT
LOADING CONDITIONS FOR THE STEEL STRUCTURE OF THE OVERPACK AND HI-TRAC
(ELASTIC ANALYSIS PER NF-3260)

		SERVICE CONDITION	
STRESS CATEGORY	**DESIGN + LEVEL A**	**LEVEL B**	**LEVEL D**†
Primary Membrane, P_m	S	1.33S	AMAX (1.2S , $1.5S_m$) but < $.7S_u$
Primary Membrane, P_m, plus Primary Bending, P_b	1.5S	1.995S	150% of P_m
Shear Stress (Average)	0.6S	0.6S	$<0.42S_u$

Definitions:

S = Allowable Stress Value for Table 1A, ASME Section II, Part D.
S_m = Allowable Stress Intensity Value from Table 2A, ASME Section II, Part D
S_u = Ultimate Strength

† Governed by Appendix F, Paragraph F-1332 of the ASME Code, Section III.

Table 2.2.13

NOTATION FOR DESIGN LOADINGS FOR NORMAL, OFF-NORMAL, AND ACCIDENT CONDITIONS

NORMAL CONDITION	
LOADING	**NOTATION**
Dead Weight	D
Handling Loads	H
Design Pressure (Internal)	P_i
Design Pressure (External)†	P_o
Snow	S
Operating Temperature	T
OFF-NORMAL CONDITION	
Loading	Notation
Off-Normal Pressure (Internal)	P_i
Off-Normal Pressure (External)†	P_o
Off-Normal Temperature	T’
Off-Normal HI-TRAC Handling	H’

Table 2.2.13 (continued)

NOTATION FOR DESIGN LOADINGS FOR NORMAL, OFF-NORMAL, AND ACCIDENT CONDITIONS

ACCIDENT CONDITIONS	
LOADING	**NOTATION**
Handling Accident	H'
Earthquake	E
Fire	T^*
Tornado Missile	M
Tornado Wind	W'
Flood	F
Explosion	E^*
Accident Pressure (Internal)	P_i^*
Accident Pressure (External)	P_o^*

Table 2.2.14
APPLICABLE LOAD CASES AND COMBINATIONS FOR EACH CONDITION AND COMPONENT†, ††

CONDITION	LOADING CASE	MPC	OVERPACK	HI-TRAC
Design (ASME Code Pressure Compliance)	1	P_i, P_o	N/A	N/A
Normal (Level A)	1	D ,T , H , P_i	D , T , H	D , T††† , H, $P_{i\ (water\ jacket)}$
	2	D , T , H , P_o	N/A	N/A
Off-Normal (Level B)	1	D , T', H , P_i’	D , T’ , H	N/A††† (H’ pocket trunnion)
	2	D , T' , H , P_o	N/A	N/A
Accident (Level D)	1	D , T , P_i , H’	D , T , H’	D , T , H’
	2	D , T^* , P_i^*	N/A	N/A
	3	D , T , P_o^*††††	D , T , P_o^*††††	D , T , P_o^*††††
	4	N/A	D, T, (E, M, F, W’)†††††	D, T, (M, W’)†††††

† The loading notations are given in Table 2.2.13. Each symbol represents a loading type and may have different values for different components. The different loads are assumed to be additive and applied simultaneously.

†† N/A stands for “Not Applicable.”

††† T (normal condition) for the HI-TRAC is 100^{o}F and $P_{i(water\ jacket)}$ is 60 psig and, therefore, there is no off-normal temperature or load combination because Load Case 1, Normal (Level A), is identical to Load Case 1, Off-Normal (Level B). Only the off-normal handling load on the pocket trunnion is analyzed separately.

†††† P_o^* bounds the external pressure due to explosion.

††††† (E, M, F, W’) means loads are considered separately in combination with D, T. E and F not applicable to HI-TRAC.

Table 2.2.15

LIST OF ASME CODE ~~EXCEPTIONS~~*ALTERNATIVES* FOR HI-STORM 100 SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	~~Exception~~*Alternative*, Justification & Compensatory Measures
MPC, MPC basket assembly, HI-STORM overpack steel structure, and HI-TRAC transfer cask steel structure.	Subsection NCA	General Requirements. Requires preparation of a Design Specification, Design Report, Overpressure Protection Report, Certification of Construction Report, Data Report, and other administrative controls for an ASME Code stamped vessel.	Because the MPC, overpack, and transfer cask are not ASME Code stamped vessels, none of the specifications, reports, certificates, or other general requirements specified by NCA are required. In lieu of a Design Specification and Design Report, the HI-STORM FSAR includes the design criteria, service conditions, and load combinations for the design and operation of the HI-STORM 100 System as well as the results of the stress analyses to demonstrate that applicable Code stress limits are met. Additionally, the fabricator is not required to have an ASME-certified QA program. All important-to-safety activities are governed by the NRC-approved Holtec QA program. Because the cask components are not certified to the Code, the terms “Certificate Holder” and “Inspector” are not germane to the manufacturing of NRC-certified cask components. To eliminate ambiguity, the responsibilities assigned to the Certificate Holder in the various articles of Subsections NB, NG, and NF of the Code, as applicable, shall be interpreted to apply to the NRC Certificate of Compliance (CoC) holder (and by extension, to the component fabricator) if the requirement must be fulfilled. The Code term “Inspector” means the QA/QC personnel of the CoC holder and its vendors assigned to oversee and inspect the manufacturing process.

Table 2.2.15 (continued)

LIST OF ASME CODE *ALTERNATIVES*~~EXCEPTIONS~~ FOR HI-STORM 100 SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	~~Exception~~*Alternative*, Justification & Compensatory Measures
MPC	NB-1100	Statement of requirements for Code stamping of components.	MPC enclosure vessel is designed and will be fabricated in accordance with ASME Code, Section III, Subsection NB to the maximum practical extent, but Code stamping is not required.
MPC basket supports and lift lugs	NB-1130	NB-1132.2(d) requires that the first connecting weld of a nonpressure-retaining structural attachment to a component shall be considered part of the component unless the weld is more than 2t from the pressure-retaining portion of the component, where t is the nominal thickness of the pressure-retaining material. NB-1132.2(e) requires that the first connecting weld of a welded nonstructural attachment to a component shall conform to NB-4430 if the connecting weld is within 2t from the pressure-retaining portion of the component.	The MPC basket supports (nonpressure-retaining structural attachment) and lift lugs (nonstructural attachments (relative to the function of lifting a loaded MPC) that are used exclusively for lifting an empty MPC) are welded to the inside of the pressure-retaining MPC shell, but are not designed in accordance with Subsection NB. The basket supports and associated attachment welds are designed to satisfy the stress limits of Subsection NG and the lift lugs and associated attachment welds are designed to satisfy the stress limits of Subsection NF, as a minimum. These attachments and their welds are shown by analysis to meet the respective stress limits for their service conditions. Likewise, non-structural items, such as shield plugs, spacers, etc. if used, can be attached to pressure-retaining parts in the same manner.

LIST OF ASME CODE *ALTERNATIVES*~~EXCEPTIONS~~ FOR HI-STORM 100 SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	~~Exception~~*Alternative*, Justification & Compensatory Measures
MPC	NB-2000	Requires materials to be supplied by ASME-approved material supplier.	Materials will be supplied by Holtec approved suppliers with Certified Material Test Reports (CMTRs) in accordance with NB-2000 requirements.
MPC, MPC basket assembly, HI-STORM overpack, and HI-TRAC transfer cask	NB-3100 NG-3100 NF-3100	Provides requirements for determining design loading conditions, such as pressure, temperature, and mechanical loads.	These requirements are not applicable. The HI-STORM FSAR, serving as the Design Specification, establishes the service conditions and load combinations for the storage system.
MPC	NB-3350	NB-3352.3 requires, for Category C joints, that the minimum dimensions of the welds and throat thickness shall be as shown in Figure NB-4243-1.	Due to MPC basket-to-shell interface requirements, the MPC shell-to-baseplate weld joint design (designated Category C) does not include a reinforcing fillet weld or a bevel in the MPC baseplate, which makes it different than any of the representative configurations depicted in Figure NB-4243-1. The transverse thickness of this weld is equal to the thickness of the adjoining shell (1/2 inch). The weld is designed as a full penetration weld that receives VT and RT or UT, as well as final surface PT examinations. Because the MPC shell design thickness is considerably larger than the minimum thickness required by the Code, a reinforcing fillet weld that would intrude into the MPC cavity space is not included. Not including this fillet weld provides for a higher quality radiographic examination of the full penetration weld. From the standpoint of stress analysis, the fillet weld serves to reduce the local bending stress (secondary stress) produced by the gross structural discontinuity defined by the flat plate/shell junction. In the MPC design, the shell and baseplate thicknesses are well beyond that required to meet their respective membrane stress intensity limits.

LIST OF ASME CODE *ALTERNATIVES*~~EXCEPTIONS~~ FOR HI-STORM 100 SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	~~Exception~~*Alternative*, Justification & Compensatory Measures
MPC, MPC basket assembly, HI-STORM overpack steel structure, and HI-TRAC transfer cask steel structure	NB-4120 NG-4120 NF-4120	NB-4121.2, NG-4121.2, and NF-4121.2 provide requirements for repetition of tensile or impact tests for material subjected to heat treatment during fabrication or installation.	In-shop operations of short duration that apply heat to a component, such as plasma cutting of plate stock, welding, machining, coating, and pouring of lead are not, unless explicitly stated by the Code, defined as heat treatment operations. For the steel parts in the HI-STORM 100 System components, the duration for which a part exceeds the off-normal temperature limit defined in Chapter 2 of the FSAR shall be limited to 24 hours in a particular manufacturing process (such as the HI-TRAC lead pouring process).
MPC, HI-STORM overpack steel structure, HI-TRAC transfer cask steel structure	NB-4220 NF-4220	Requires certain forming tolerances to be met for cylindrical, conical, or spherical shells of a vessel.	The cylindricity measurements on the rolled shells are not specifically recorded in the shop travelers, as would be the case for a Code-stamped pressure vessel. Rather, the requirements on inter-component clearances (such as the MPC-to-transfer cask) are guaranteed through fixture-controlled manufacturing. The fabrication specification and shop procedures ensure that all dimensional design objectives, including inter-component annular clearances are satisfied. The dimensions required to be met in fabrication are chosen to meet the functional requirements of the dry storage components. Thus, although the post-forming Code cylindricity requirements are not evaluated for compliance directly, they are indirectly satisfied (actually exceeded) in the final manufactured components.

Table 2.2.15 (continued)

LIST OF ASME CODE *ALTERNATIVES*~~EXCEPTIONS~~ FOR HI-STORM 100 SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	~~Exception~~*Alternative*, Justification & Compensatory Measures
MPC Lid and Closure Ring Welds	NB-4243	Full penetration welds required for Category C Joints (flat head to main shell per NB-3352.3)	MPC lid and closure ring are not full penetration welds. They are welded independently to provide a redundant seal. Additionally, a weld efficiency factor of 0.45 has been applied to the analyses of these welds.
MPC Closure Ring, Vent and Drain Cover Plate Welds	NB-5230	Radiographic (RT) or ultrasonic (UT) examination required.	Root (if more than one weld pass is required) and final liquid penetrant examination to be performed in accordance with NB-5245. The closure ring provides independent redundant closure for vent and drain cover plates. *Vent and drain port cover plate welds are helium leakage tested.*
MPC Lid to Shell Weld	NB-5230	Radiographic (RT) or ultrasonic (UT) examination required.	Only UT or multi-layer liquid penetrant (PT) examination is permitted. If PT examination alone is used, at a minimum, it will include the root and final weld layers and each approx. 3/8" of weld depth.
MPC Enclosure Vessel and Lid	NB-6111	All completed pressure retaining systems shall be pressure tested.	The MPC vessel is seal welded in the field following fuel assembly loading. The MPC vessel shall then be pressure tested as defined in Chapter 9. Accessibility for leakage inspections preclude a Code compliant pressure test. All MPC vessel welds (except closure ring and vent/drain cover plate) are inspected by volumetric examination, except the MPC lid-to-shell weld shall be verified by volumetric or multi-layer PT examination. If PT alone is used, at a minimum, it must include the root and final layers and each approximately 3/8 inch of weld depth. For either UT or PT, the maximum undetectable flaw size must be determined in accordance with ASME Section XI methods. The critical flaw size shall not cause the primary stress limits of NB-3000 to be exceeded. The inspection results, including relevant findings (indications) shall be made a permanent part of the user's

LIST OF ASME CODE *ALTERNATIVES*~~EXCEPTIONS~~ FOR HI-STORM 100 SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	~~Exception~~*Alternative*, Justification & Compensatory Measures
			records by video, photographic, of other means which provide an equivalent record of weld integrity. The video or photographic records should be taken during the final interpretation period described in ASME Section V, Article 6, T-676. The vent/drain cover plate and the closure ring welds are confirmed by liquid penetrant examination. The inspection of the weld must be performed by qualified personnel and shall meet the acceptance requirements of ASME Code Section III, NB-5350 for PT or NB-5332 for UT.
MPC Enclosure Vessel	NB-7000	Vessels are required to have overpressure protection.	No overpressure protection is provided. Function of MPC enclosure vessel is to contain radioactive contents under normal, off-normal, and accident conditions of storage. MPC vessel is designed to withstand maximum internal pressure considering 100% fuel rod failure and maximum accident temperatures.
MPC Enclosure Vessel	NB-8000	States requirements for nameplates, stamping and reports per NCA-8000.	The HI-STORM 100 System is to be marked and identified in accordance with 10CFR71 and 10CFR72 requirements. Code stamping is not required. QA data package to be in accordance with Holtec approved QA program.
MPC Basket Assembly	NG-2000	Requires materials to be supplied by ASME approved Material Supplier.	Materials will be supplied by Holtec approved supplier with CMTRs in accordance with NG-2000 requirements.

LIST OF ASME CODE *ALTERNATIVES*~~EXCEPTIONS~~ FOR HI-STORM 100 SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	~~Exception~~*Alternative*, Justification & Compensatory Measures
MPC Basket Assembly	NG-4420	NG-4427(a) requires a fillet weld in any single continuous weld may be less that the specified fillet weld dimension by not more than 1/16 inch, provided that the total undersize portion of the weld does not exceed 10 percent of the length of the weld. Individual undersize weld portions shall not exceed 2 inches in length.	Modify the Code requirement (intended for core support structures) with the following text prepared to accord with the geometry and stress analysis imperatives for the fuel basket: For the longitudinal MPC basket fillet welds, the following criteria apply: 1) The specified fillet weld throat dimension must be maintained over at least 92 percent of the total weld length. All regions of undersized weld must be less than 3 inches long and separated from each other by at least 9 inches. 2) Areas of undercuts and porosity beyond that allowed by the applicable ASME Code shall not exceed 1/2 inch in weld length. The total length of undercut and porosity over any 1-foot length shall not exceed 2 inches. 3) The total weld length in which items (1) and (2) apply shall not exceed a total of 10 percent of the overall weld length. The limited access of the MPC basket panel longitudinal fillet welds makes it difficult to perform effective repairs of these welds and creates the potential for causing additional damage to the basket assembly (e.g., to the neutron absorber and its sheathing) if repairs are attempted. The acceptance criteria provided in the foregoing have been established to comport with the objectives of the basket design and preserve the margins demonstrated in the supporting stress analysis. From the structural standpoint, the weld acceptance criteria are established to ensure that any departure from the ideal, continuous fillet weld seam would not alter the primary bending stresses on which the design of the fuel baskets is predicated. Stated differently, the permitted weld discontinuities are limited in size to ensure that they remain classifiable as local stress elevators (“peak stress”, F, in the ASME Code for which specific stress intensity limits do not apply).

Table 2.2.15 (continued)

LIST OF ASME CODE *ALTERNATIVES*~~EXCEPTIONS~~ FOR HI-STORM 100 SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	~~Exception~~*Alternative*, Justification & Compensatory Measures
MPC Basket Assembly	NG-8000	States requirements for nameplates, stamping and reports per NCA-8000.	The HI-STORM 100 System is to be marked and identified in accordance with 10CFR71 and 10CFR72 requirements. No Code stamping is required. The MPC basket data package is to be in conformance with Holtec's QA program.
Overpack Steel Structure	NF-2000	Requires materials to be supplied by ASME approved Material Supplier.	Materials will be supplied by Holtec approved supplier with CMTRs in accordance with NF-2000 requirements.
HI-TRAC Steel Structure	NF-2000	Requires materials to be supplied by ASME approved Material Supplier.	Materials will be supplied by Holtec approved supplier with CMTRs in accordance with NF-2000 requirements.
Overpack Baseplate and Lid Top Plate	NF-4441	Requires special examinations or requirements for welds where a primary member thickness of 1" or greater is loaded to transmit loads in the through thickness direction.	The margins of safety in these welds under loads experienced during lifting operations or accident conditions are quite large. The overpack baseplate welds to the inner shell, pedestal shell, and radial plates are only loaded during lifting conditions and have large safety factors during lifting. Likewise, the top lid plate to lid shell weld has a large structural margin under the inertia loads imposed during a non-mechanistic tipover event.

Table 2.2.15 (continued)

LIST OF ASME CODE *ALTERNATIVES*~~EXCEPTIONS~~ FOR HI-STORM 100 SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	~~Exception~~*Alternative*, Justification & Compensatory Measures
Overpack Steel Structure	NF-3256 NF-3266	Provides requirements for welded joints.	Welds for which no structural credit is taken are identified as "Non-NF" welds in the design drawings by an "*". These non-structural welds are specified in accordance with the pre-qualified welds of AWS D1.1. These welds shall be made by welders and weld procedures qualified in accordance with AWS D1.1 or ASME Section IX. Welds for which structural credit is taken in the safety analyses shall meet the stress limits for NF-3256.2, but are not required to meet the joint configuration requirements specified in these Code articles. The geometry of the joint designs in the cask structures are based on the fabricability and accessibility of the joint, not generally contemplated by this Code section governing supports.
HI-STORM Overpack and HI-TRAC Transfer Cask	NF-3320 NF-4720	NF-3324.6 and NF-4720 provide requirements for bolting	These Code requirements are applicable to linear structures wherein bolted joints carry axial, shear, as well as rotational (torsional) loads. The overpack and transfer cask bolted connections in the structural load path are qualified by design based on the design loadings defined in the FSAR. Bolted joints in these components see no shear or torsional loads under normal storage conditions. Larger clearances between bolts and holes may be necessary to ensure shear interfaces located elsewhere in the structure engage prior to the bolts experiencing shear loadings (which occur only during side impact scenarios). Bolted joints that are subject to shear loads in accident conditions are qualified by appropriate stress analysis. Larger bolt-to-hole clearances help ensure more efficient operations in making these bolted connections, thereby minimizing time spent by operations personnel in a radiation area. Additionally, larger bolt-to-hole clearances allow interchangeability of the lids from one particular fabricated cask to another.

Table 2.2.16

COMPARISON BETWEEN HI-STORM MPC LOADINGS WITH HI-STAR MPC LOADINGS†

Loading Condition	Difference Between MPC Loadings Under HI-STAR and HI-STORM Conditions
Dead Load	Unchanged
Design Internal Pressure (normal, off-normal, & accident)	Unchanged
Design External Pressure (normal, off-normal, & accident)	HI-STORM normal and off-normal external pressure is ambient which is less than the HI-STAR 40 psig. The accident external pressure is unchanged.
Thermal Gradient (normal, off-normal, & accident)	Determined by analysis in Chapters 3 and 4
Handling Load (normal)	Unchanged
Earthquake (accident)	Inertial loading increased less than 0.1g's (for free-standing overpack designs).
Handling Load (accident)	HI-STORM vertical and horizontal deceleration loadings are less than those in HI-STAR, but the HI-STORM cavity inner diameter is different and therefore the horizontal loading on the MPC is analyzed in Chapter 3.

† HI-STAR MPC loadings are those specified in HI-STAR SARs under Docket Numbers 71-9261 and 72-1008.

2.3 SAFETY PROTECTION SYSTEMS

2.3.1 General

The HI-STORM 100 System is engineered to provide for the safe long-term storage of spent nuclear fuel (SNF). The HI-STORM 100 will withstand all normal, off-normal, and postulated accident conditions without any uncontrolled release of radioactive material or excessive radiation exposure to workers or members of the public. Special considerations in the design have been made to ensure long-term integrity and confinement of the stored SNF throughout all cask operating conditions. The design considerations which have been incorporated into the HI-STORM 100 System to ensure safe long-term fuel storage are:

1. The MPC confinement barrier is an enclosure vessel designed in accordance with the ASME Code, Subsection NB with confinement welds inspected by radiography (RT) or ultrasonic testing (UT). Where RT or UT is not possible, a redundant closure system is provided with field welds which are pressure tested and/or inspected by the liquid penetrant method (see Section 9.1).

2. The MPC confinement barrier is surrounded by the HI-STORM overpack which provides for the physical protection of the MPC.

3. The HI-STORM 100 System is designed to meet the requirements of storage while maintaining the safety of the SNF.

4. The SNF once initially loaded in the MPC does not require opening of the canister for repackaging to transport the SNF.

5. The decay heat emitted by the SNF is rejected from the HI-STORM 100 System through passive means. No active cooling systems are employed.

It is recognized that a rugged design with large safety margins is essential, but that is not sufficient to ensure acceptable performance over the service life of any system. A carefully planned oversight and surveillance plan, which does not diminish system integrity but provides reliable information on the effect of passage of time on the performance of the system is essential. Such a surveillance and performance assay program will be developed to be compatible with the specific conditions of the licensee's facility where the HI-STORM 100 System is installed. The general requirements for the acceptance testing and maintenance programs are provided in Chapter 9. Surveillance requirements are specified in the Technical Specifications in Appendix A to the CoC.

The structures, systems, and components of the HI-STORM 100 System designated as important to safety are identified in Table 2.2.6. Similar categorization of structures, systems, and components, which are part of the ISFSI, but not part of the HI-STORM 100 System, will

be the responsibility of the 10CFR72 licensee. For HI-STORM 100A, the ISFSI pad is designated ITS, Category C as discussed in Subsection 2.0.4.1.

2.3.2 Protection by Multiple Confinement Barriers and Systems

2.3.2.1 Confinement Barriers and Systems

The radioactivity which the HI-STORM 100 System must confine originates from the spent fuel assemblies and, to a lesser extent, the contaminated water in the fuel pool. This radioactivity is confined by multiple confinement barriers.

Radioactivity from the fuel pool water is minimized by preventing contact, removing the contaminated water, and decontamination.

An inflatable seal in the annular gap between the MPC and HI-TRAC, and the elastomer seal in the HI-TRAC pool lid prevent the fuel pool water from contacting the exterior of the MPC and interior of the HI-TRAC while submerged for fuel loading. The fuel pool water is drained from the interior of the MPC and the MPC internals are dried. The exterior of the HI-TRAC has a painted surface which is decontaminated to acceptable levels. Any residual radioactivity deposited by the fuel pool water is confined by the MPC confinement boundary along with the spent nuclear fuel.

The HI-STORM 100 System is designed with several confinement barriers for the radioactive fuel contents. Intact fuel assemblies have cladding which provides the first boundary preventing release of the fission products. Fuel assemblies classified as damaged fuel or fuel debris are placed in a damaged fuel container which restricts the release of fuel debris. The MPC is a seal welded enclosure which provides the confinement boundary. The MPC confinement boundary is defined by the MPC baseplate, shell, lid, closure ring, and port cover plates.

The MPC confinement boundary has been designed to withstand any postulated off-normal operations, internal change, or external natural phenomena. The MPC is designed to endure normal, off-normal, and accident conditions of storage with the maximum decay heat loads without loss of confinement. Designed in accordance with the ASME Code, Section III, Subsection NB, with certain NRC-approved alternatives, the MPC confinement boundary provides assurance that there will be no release of radioactive materials from the cask under all postulated loading conditions. Redundant closure of the MPC is provided by the MPC closure ring welds which provide a second barrier to the release of radioactive material from the MPC internal cavity. Therefore, no monitoring system for the confinement boundary is required.

Confinement is discussed further in Chapter 7. MPC field weld examinations, and pressure testing are performed to verify the confinement function. Fabrication inspections and tests are also performed, as discussed in Chapter 9, to verify the confinement boundary.

2.3.2.2 Cask Cooling

To facilitate the passive heat removal capability of the HI-STORM 100, several thermal design criteria are established for normal and off-normal conditions. They are as follows:

- The heat rejection capacity of the HI-STORM 100 System is deliberately understated by conservatively determining the design basis fuel that maximizes thermal resistance (see Section 2.1.6). Additional margin is built into the calculated cask cooling rate by using the design basis fuel assembly that offers maximum resistance to MPC internal helium circulation.

- The MPC fuel basket is formed by a honeycomb structure of stainless steel plates with full-length edge-welded intersections, which allows the unimpaired conduction of heat.

- The MPC confinement boundary ensures that the helium atmosphere inside the MPC is maintained during normal, off-normal, and accident conditions of storage and transfer. The MPC confinement boundary maintains the helium confinement atmosphere below the design temperatures and pressures stated in Table 2.2.3 and Table 2.2.1, respectively.

- The MPC thermal design maintains the fuel rod cladding temperatures below the values stated in Chapter 4 such that fuel cladding is not degraded during the long term storage period.

- The HI-STORM is optimally designed with cooling vents and an MPC to overpack annulus which maximize air flow, while providing superior radiation shielding. The vents and annulus allow cooling air to circulate past the MPC removing the decay heat.

2.3.3 Protection by Equipment and Instrumentation Selection

2.3.3.1 Equipment

Design criteria for the HI-STORM 100 System are described in Section 2.2. The HI-STORM 100 System may include use of ancillary or support equipment for ISFSI implementation. Ancillary equipment and structures utilized outside of the reactor facility's 10CFR Part 50 structures may be broken down into two broad categories, namely Important to Safety (ITS) ancillary equipment and Not Important to Safety (NITS) ancillary equipment. NUREG/CR-6407, "Classification of Transportation Packaging and Dry Spent Fuel Storage System Components According to Importance to Safety", provides guidance for the determination of a component's safety classification. Certain ancillary equipment (such as trailers, rail cars, skids, portable cranes, transporters, or air pads) are not required to be designated as ITS for most

ISFSI implementations, if the HI-STORM 100 is designed to withstand the failure of these components.

The listing and ITS designation of ancillary equipment in Table 8.1.6 follows NUREG/CR-6407. ITS ancillary equipment utilized in activities that occur outside the 10CFR Part 50 structure shall be engineered to meet all functional, strength, service life, and operational safety requirements to ensure that the design and operation of the ancillary equipment is consistent with the intent of this Safety Analysis Report. The design for these components shall consider the following information, as applicable:

1. Functions and boundaries of the ancillary equipment
2. The environmental conditions of the ISFSI site, including tornado-borne missile, tornado wind, seismic, fire, lightning, explosion, ambient humidity limits, flood, tsunami and any other environmental hazards unique to the site.
3. Material requirements including impact testing requirements
4. Applicable codes and standards
5. Acceptance testing requirements
6. Quality assurance requirements
7. Foundation type and permissible loading
8. Applicable loads and load combinations
9. Pre-service examination requirements
10. In-use inspection and maintenance requirements
11. Number and magnitude of repetitive loading significant to fatigue
12. Insulation and enclosure requirements (on electrical motors and machinery)
13. Applicable Reg. Guides and NUREGs.
14. Welding requirements
15. Painting, marking, and identification requirements
16. Design Report documentation requirements
17. Operational and Maintenance (O&M) Manual information requirements

All design documentation shall be subject to a review, evaluation, and safety assessment process in accordance with the provisions of the QA program described in Chapter 13.

Users may effectuate the inter-cask transfer of the MPC between the HI-TRAC transfer cask and either the HI-STORM 100 or the HI-STAR 100 overpack in a location of their choice, depending upon site-specific needs and capabilities. For those users choosing to perform the MPC inter-cask transfer using devices not integral to structures governed by the regulations of 10 CFR Part 50 (e.g., fuel handling or reactor building), a Cask Transfer Facility (CTF) is required. ~~The CTF is a stand-alone facility located on-site, near the ISFSI that incorporates or is compatible with lifting devices designed to lift a loaded or unloaded HI-TRAC transfer cask, place it atop the overpack, and transfer the loaded MPC to or from the overpack.~~*The CTF may be any of the following types to effectuate the cask manipulations and MPC transfers:*

1. *Stand-alone, aboveground*
2. *Underground, combined with a mobile lifting device*
3. *Underground, combined with a cask transporter (i.e., crawler)*

The detailed design criteria which must be followed for the design and operation of the CTF are set down in Paragraphs A through R below.

The inter-cask transfer operations consist of the following potential scenarios of MPC transfer:

- Transfer between a HI-TRAC transfer cask and a HI-STORM overpack
- Transfer between a HI-TRAC transfer cask and a HI-STAR 100 overpack

In both scenarios, the standard design HI-TRAC is mounted on top of the overpack (HI-STAR 100, HI-STORM 100, HI-STORM 100S) and the MPC transfer is carried out by opening the transfer lid doors located at the bottom of the HI-TRAC transfer cask and by moving the MPC vertically to the cylindrical cavity of the recipient cask. For the HI-TRAC 125D design, the MPC transfer is carried out in a similar fashion, except that there is no transfer lid involved - the pool lid is removed while the transfer cask is mounted atop the HI-STORM overpack with the HI-STORM mating device located between the two casks (see Figure 1.2.18). However, the devices utilized to lift the HI-TRAC cask to place it on the overpack and to vertically transfer the MPC may be of stationary or mobile type.

The specific requirements for the CTF employing stationary and mobile lifting devices are somewhat different. The requirements provided in the following specification for the CTF apply to both types of lifting devices, unless explicitly differentiated in the text. *The numbers in brackets {} after each design criterion indicate which of the 3 types of CTF design they apply to.*

~~1.~~*A.* General Specifications:

i. The cask handling functions which may be required of the Cask Transfer Facility include:

a. Upending and downending of a HI-STAR 100 overpack on a flatbed rail car or other transporter (see Figure 2.3.1 for an example). *{1, 2}*

b. Upending and downending of a HI-TRAC transfer cask on a heavy-haul transfer trailer or other transporter (see Figure 2.3.2 for an example). *{1, 2}*

c. Raising and placement of a HI-TRAC transfer cask on top of a HI-STORM 100 overpack for MPC transfer operations (see

Figure 2.3.3 for an example of the cask arrangement with the standard design HI-TRAC transfer cask. The HI-TRAC 125D design would include the mating device and no transfer lid). *{1, 2, 3}*

d. Raising and placement of a HI-TRAC transfer cask on top of a HI-STAR 100 overpack for MPC transfer operations (see Figure 2.3.4 for an example of the cask arrangement with the standard design HI-TRAC transfer cask. The HI-TRAC 125D design would include the mating device and no transfer lid). *{1, 2, 3}*

e. MPC transfer between the HI-TRAC transfer cask and the HI-STORM overpack. *{1, 2, 3}*

f. MPC transfer between the HI-TRAC transfer cask and the HI-STAR 100 overpack. *{1, 2, 3}*

ii. Other Functional Requirements:

The CTF should possess facilities and capabilities to support cask operations such as:

a. Devices and areas to support installation and removal of the HI-STORM overpack lid. *{1, 2, 3}*

b. Devices and areas to support installation and removal of the HI-STORM 100 overpack vent shield block inserts. *{1, 2, 3}*

c. Devices and areas to support installation and removal of the HI-STAR 100 closure plate. *{1, 2, 3}*

d. Devices and areas to support installation and removal of the HI-STAR 100 transfer collar. *{1, 2, 3}*

e. Features to support positioning and alignment of the HI-STORM overpack and the HI-TRAC transfer cask. *{1, 2, 3}*

f. Features to support positioning and alignment of the HI-STAR 100 overpack and the HI-TRAC transfer cask. *{1, 2, 3}*

g. Areas to support jacking of a loaded HI-STORM overpack for insertion of a translocation device underneath. *{1, 2, 3}*

h. Devices and areas to support placement of an empty MPC in the HI-TRAC transfer cask or HI-STAR 100 overpack *{1, 2, 3}*

i. Devices and areas to support receipt inspection of the MPC, HI-TRAC transfer cask, HI-STORM overpack, and HI-STAR overpack. *{1, 2, 3}*

j. Devices and areas to support installation and removal of the HI-STORM mating device (HI-TRAC 125D only). *{1, 2, 3}*

iii. Definitions:

The components of the CTF covered by this specification consist of all structural members, lifting devices, and foundations which bear all or a significant portion of the dead load of the transfer cask or the multi-purpose canister during MPC transfer operations. The definitions of key terms not defined elsewhere in this FSAR and used in this specification are provided below. The following terms are used to define key components of the CTF.

- Connector Brackets: The mechanical part used in the load path which connects to the cask trunnions. A fabricated weldment, slings, and turnbuckles are typical examples of connector brackets. *{1, 2, 3}*

- CTF structure: The CTF structure is the stationary, anchored portion of the CTF which provides the required structural function to support MPC transfer operations, including lateral stabilization of the HI-TRAC transfer cask and, if required, the overpack, to protect against seismic events. The MPC lifter, if used in the CTF design, is integrated into the CTF structure (see Lifter Mount). *{1}*

- HI-TRAC lifter(s): The HI-TRAC lifter is the mechanical lifting device, typically consisting of jacks or hoists, that is utilized to lift a loaded or unloaded HI-TRAC to the required elevation in the CTF so that it can be mounted on the overpack.† *{1, 2, 3}*

† The term overpack is used in this specification as a generic term for the HI-STAR 100 and the various HI-STORM overpacks.

- Lifter Mount: A beam-like structure (part of the CTF structure) that supports the HI-TRAC and MPC lifter(s). *{1}*

- Lift Platform: The lift platform is the intermediate structure that transfers the vertical load of the HI-TRAC transfer cask to the HI-TRAC lifters. *{1}*

- Mobile *lifting device*~~crane~~: A mobile *lifting device*~~crane~~ is a device defined in ASME B30.5-1994, Mobile and Locomotive Cranes. A mobile *lifting device*~~crane~~ may be used in lieu of the HI-TRAC lifter and/or an MPC lifter provided all requirements set forth in this subsection are satisfied. *{2}*

- MPC lifter: The MPC lifter is a mechanical lifting device, typically consisting of jacks or hoists, that is utilized to vertically transfer the MPC between the HI-TRAC transfer cask and the overpack. *{1}*

- Pier: The portion of the reinforced concrete foundation which projects above the concrete floor of the CTF. *{1}*

- Single-Failure-Proof (SFP): A single-failure-proof handling device is one wherein all directly loaded tension and compression members are engineered to satisfy the enhanced safety criteria given in of NUREG-0612 *and/or is designed in accordance with ANSI N14.6 and employs redundant drop protection features*. *{1, 2, 3}*

- Translocation Device: A low vertical profile device used to laterally position an overpack such that the bottom surface of the overpack is fully supported by the top surface of the device. Typical translocation devices are air pads and Hillman rollers. *{1, 2}*

- *Vertical Cask Transporter: A device which is capable of performing the CTF functions as well as transporting the transfer cask and overpack to and from the CTF. A vertical cask transporter may be used in lieu of the CTF structure, HI-TRAC lifter, and/or an MPC lifter provided all requirements set forth in this subsection are satisfied. {3}*

iv. Important to Safety Designation:

All components and structures which comprise the CTF shall be given an ITS category designation in accordance with a written procedure which is consistent with NUREG/CR-6407 and the Holtec quality assurance program. *{1, 2, 3}*

B. Environmental and Design Conditions

i. Lowest Service Temperature (LST): The LST for the CTF is 0^oF (consistent with the specification for the HI-TRAC transfer cask in Subsection 3.1.2.3). *{1, 2, 3}*

ii. Snow and Ice Load, S: The CTF structure shall be designed to withstand the dead weight of snow and ice for unheated structures as set forth in ASCE 7-88 [2.2.2] for the specific ISFSI site. *{1}*

iii. Tornado Missile, M, and Tornado Wind, W': The tornado wind and tornado-generated missile data applicable to the HI-STORM 100 System (Tables 2.2.4 and 2.2.5) will be used in the design of the CTF ~~structure~~ unless existing site design basis data or a probabilistic risk assessment (PRA) for the CTF site with due consideration of short operation durations indicates that a less severe tornado missile impact or wind loading on the CTF ~~structure~~ can be postulated. The PRA analysis can be performed in the manner of the EPRI Report NP-2005, "Tornado Missile Simulation and Design Methodology Computer Code Manual". USNRC Reg. Guide 1.117 and Section 2.2.3 of NUREG-800 may be used for guidance in establishing the appropriate tornado missile and wind loading for the CTF ~~structure~~.

The following additional clarifications apply to the large tornado missile (4,000 lb. automobile) in Tables 2.2.4 and 2.2.5 in the CTF ~~structure~~ analysis:

- The missile has a planform area of 20 sq. ft. and impact force characteristics consistent with the HI-TRAC missile impact analysis.

- The large missile can strike the CTF ~~structure~~ in any orientation up to an elevation of 15 feet.

If the site tornado missile data developed by the ISFSI owner suggests that tornado missiles of greater kinetic energies than that postulated in this FSAR (Table 2.2.4 and 2.2.5) should be postulated for CTF during its use, then the integrity analysis of the CTF ~~structure~~ shall be carried out under the site-specific tornado missiles. This situation would also require the HI-TRAC transfer cask and the overpack to be re-evaluated under the provisions of 10CFR72.212 and 72.48.

The wind speed specified in this FSAR (Tables 2.2.4 and 2.2.5), likewise, shall be evaluated for their applicability to the site. Lower or higher site-specific wind velocity, compared to the design basis values cited in this FSAR shall be used if justified by appropriate analysis, which may include PRA.

Intermediate penetrant missile and small missiles postulated in this FSAR are not considered to be a credible threat to the functional integrity of the CTF ~~structure~~ and, therefore, need not be considered. *{1, 2, 3}*

iv. Flood: The CTF will be assumed to be flooded to the highest elevation for the CTF facility determined from the local meteorological data. The flood velocity shall be taken as the largest value defined for the ISFSI site. *{1, 2, 3}*

v. Lightning: Meteorological data for the region surrounding the ISFSI site shall be used to specify the applicable lightning input to the CTF ~~structure~~ for personnel safety evaluation purposes. *{1, 2, 3}*

vi. Water Waves (Tsunami, Y): Certain coastal CTF sites may be subject to sudden, short duration waves of water, denoted in the literature by various terms, such as tsunami. If the applicable meteorological data for the CTF site indicates the potential of such water-borne loadings on the CTF ~~structure~~, then such a loading, with due consideration of the short duration of CTF operations, shall be defined for the CTF ~~structure~~. *{1, 2, 3}*

vii. Design Basis Earthquake (DBE), E: The DBE event applicable to the CTF facility pursuant to 10CFR100, Appendix A, shall be specified. The DBE should be specified as a set of response spectra or acceleration time-histories for use in the CTF structural and impact consequence analyses. *{1, 2, 3}*

viii. Design Temperature: All material properties used in the stress analysis of the CTF ~~structure~~ shall utilize a reference design temperature of 150°F. *{1, 2, 3}*

C. Heavy Load Handling:

i. Apparent dead load, D*: The dead load of all components being lifted shall be increased in the manner set forth in Subsection 3.4.3 to define the Apparent Dead Load, D*. *{1, 2, 3}*

ii. NUREG-0612 Conformance:

The Connector Bracket, HI-TRAC lifter, and MPC lifter shall comply with the guidance provided in NUREG-0612 (1980) for single failure proof devices. Where the geometry of the lifting device is different from the configurations contemplated by NUREG-0612, the following exceptions apply:

a. Mobile *lifting devices*~~cranes~~ at the CTF shall conform to the guidelines of Section 5.1.1 of NUREG-0612 with the exception that mobile *lifting devices*~~cranes~~ shall meet the requirements of ANSI B30.5, "Mobile and Locomotive Cranes", in lieu of the requirements of ANSI B30.2, "Overhead and Gantry Cranes". The mobile *lifting device*~~crane~~ used shall have a minimum safety factor of two over the allowable load table for the *lifting device*~~crane~~ in accordance with Section 5.1.6(1)(a) of NUREG-0612, and shall be capable of stopping and holding the load during a DBE event. *{2}*

b. Section 5.1.6(2) of NUREG-0612 specifies that new cranes should be designed to meet the requirements of NUREG-0554. For mobile *lifting devices*~~cranes~~, the guidance of Section 5.1.6(2) of NUREG-0612 does not apply. *{2}*

c. Vertical cask transporters shall be designed in accordance with ANSI N14.6 and shall employ redundant drop protection features. {3}

iii. Defense-in-Depth Measures:

a. The lift platform and the lifter mount shall be designed to ensure that the stresses produced under the apparent dead load, D*, are

less than the Level A (normal condition) stress limits for ASME Section III, Subsection NF, Class 3, linear structures. *{1}*

b. The CTF structure shall be designed to ensure that the stresses produced in it under the apparent dead load, D*, are less than the Level A (normal condition) stress limits for ASME Section III, Subsection NF, Class 3, linear structures. *{1}*

c. Maximum deflection of the lift platform and the lifter mount under the apparent dead load shall comply with the limits set forth in CMAA-70. *{1}*

d. When the HI-TRAC transfer cask is stacked on the overpack, HI-TRAC shall be either held by the lifting device or laterally restrained by the CTF structure. Furthermore, when the HI-TRAC transfer cask is placed atop the overpack, the overpack shall be laterally restrained from uncontrolled movement, if required by the analysis specified in Subsection 2.3.3.1.N. *{1}*

e. The design of the lifting system shall ensure that the lift platform (or lift frame) is held horizontal at all times and that the symmetrically situated axial members are symmetrically loaded. *{1, 3}*

f. In order to minimize occupational radiation exposure to ISFSI personnel, design of the MPC lifting attachment (viz., sling) should not require any human activity inside the HI-TRAC cylindrical space. *{1, 2, 3}*

g. The HI-TRAC lifter and MPC lifter shall possess design features to avoid side-sway of the payload during lifting operations. *{1, 2, 3}*

h. The lifter (HI-TRAC and MPC) design shall ensure that any electrical malfunction in the motor or the power supply will not lead to an uncontrolled lowering of the load. *{1, 2, 3}*

i. The kinematic stability of HI-TRAC or HI-STORM standing upright in an unrestrained configuration (if such a condition exists during the use of the CTF) shall be analytically evaluated and ensured under all postulated extreme environmental phenomena loadings for the CTF facility. *{1, 2, 3}*

iv. Shielding Surety:

The design of the HI-TRAC and MPC lifters shall preclude the potential for the MPC to be removed, completely or partially, from the cylindrical space formed by the HI-TRAC and the underlying overpack. *{1, 2, 3}*

v. Specific Requirements for Mobile *Lifting Devices*~~Cranes~~ *and Vertical Cask Transporters*:

A mobile *lifting device*~~crane~~, if used in the CTF in the role of the HI-TRAC lifter or MPC lifter is governed in part by ANSI/ASME N45.2.15 with technical requirements specified in ANSI B30.5 (1994). *{2}*

When lifting the MPC from an overpack to the HI-TRAC transfer cask, limit switches or load limiters shall be set to ensure that ~~the mobile crane is prevented from lifting~~ loads *are lifted* in excess of 110% of the loaded MPC weight. *{2, 3}*

An analysis of the consequences of a potential MPC vertical drop which conforms to the guidelines of Appendix A to NUREG-0612 shall be performed. The analysis shall demonstrate that a postulated drop would not result in the MPC experiencing a deceleration in excess of its design basis deceleration specified in this FSAR. *{2}*

vi. Lift Height Limitation: The HI-TRAC lift heights shall be governed by the Technical Specifications. *{1, 2, 3}*

vii. Control of Side Sway: Procedures shall provide provisions to ensure that the load is lifted essentially vertically with positive control of the load. Key cask lifting and transfer procedures, as determined by the user, should be reviewed by the Certificate Holder before their use. *{1, 2, 3}*

D. Loads and Load Combinations for the CTF Structure

The applicable loadings for the CTF have been summarized in paragraph B in the preceding. A stress analysis of the CTF structure shall be performed to demonstrate compliance with the Subsection NF stress limits for Class 3 linear structures for the service condition germane to each load combination. Table 2.3.2 provides the load combinations (the symbols in Table 2.3.2 are defined in the preceding text and in Table 2.2.13). *{1}*

E. Materials and Failure Modes

i. Acceptable Materials and Material Properties: All materials used in the design of the CTF shall be ASTM approved or equal, consistent with the ITS category of the part. Reinforced concrete, if used, shall comply with the provisions of ACI 318 (89). The material property and allowable stress values for all steel structures shall be taken from the ASME and B&PV Code, Section II, wherever such data is available; otherwise, the data provided in the ASTM standards shall be used. *{1, 2, 3}*

ii. Brittle Fracture: All structural components in the CTF ~~structure and the lift platform~~ designated as primary load bearing shall have an NDTT equal to 0^{o}F or lower (consistent with the ductile fracture requirements for ASME Section III, Subsection NF, Class 3 structures). *{1, 2, 3}*

iii. Fatigue: Fatigue failure modes of primary structural members in the CTF ~~structure~~ whose failure may result in uncontrolled lowering of the HI-TRAC transfer cask or the MPC (critical members) shall be evaluated. A minimum factor of safety of 2 on the number of permissible loading cycles on the critical members shall apply. *{1, 2, 3}*

iv. Buckling: For all critical members in the CTF structure (defined above), potential failure modes through buckling under axial compression shall be considered. The margin of safety against buckling shall comply with the provisions of ASME Section III, Subsection NF, for Class 3 linear structures. *{1, 2, 3}*

F. CTF Pad

A reinforced concrete pad in conformance with the specification for the ISFSI pad set forth in this FSAR (see Table 2.2.9) may be used in the region of the CTF where the overpack and HI-TRAC are stacked for MPC transfer. Alternatively, the pad may be designed using the guidelines of ACI-318(89). *{1, 2, 3}*

G. Miscellaneous Components

Hoist rings, turnbuckles, slings, and other appurtenances which are in the load path during heavy load handling at the CTF shall be single-failure-proof. *{1, 2, 3}*

H. Structural Welds

All primary structural welds in the CTF structure shall comply with the specifications of ASME Section III for Class 3 NF linear structures. *{1}*

I. Foundation

The design of the CTF structure foundation and piers, including load combinations, shall be in accordance with ACI-318(89). *{1}*

J. Rail Access

The rail lines that enter the Cask Transfer Facility shall be set at grade level with no exposed rail ties or hardware other than the rail itself. *{1, 2}*

K. Vertical Cask Crawler/Translocation Device Access (If Required)

i. The cask handling bay in the CTF shall allow access of a vertical cask crawler or translocation device carrying a transfer cask or overpack. The building floor shall be equipped with a smooth transition to the cask travel route such that the vertical cask crawler tracks do not have to negotiate sharp lips or slope transitions and the translocation devices have a smooth transition. Grading of exterior aprons shall be no more than necessary to allow water drainage. *{1}*

ii. If roll-up doors are used, the roll up doors shall have no raised threshold that could damage the vertical cask crawler tracks (if a crawler is used). *{1}*

iii. Exterior aprons shall be of a material that will not be damaged by the vertical cask crawler tracks, if a crawler is used. *{1}*

L. Facility Floor

i. The facility floor shall be sufficiently flat to allow optimum handling of casks with a translocation device. *{1}*

ii. Any floor penetrations, in areas where translocation device operations may occur, shall be equipped with flush inserts. *{1}*

iii. The rails, in areas where translocation device operations may occur shall be below the finish level of the floor. Flush inserts, if necessary, shall be sized for installation by hand. *{1}*

M. Cask Connector Brackets

i. Primary lifting attachments between the cask and the lifting platform are the cask connector brackets. The cask connector brackets may be lengthened or shortened to allow for differences in the vehicle deck height of the cask delivery vehicle and the various lifting operations. The connector brackets shall be designed to perform cask lifting, upending and downending functions. The brackets shall be designed in accordance with ANSI N14.6 [Reference 2.2.3] and load tested at 300% of the load applied to them during normal handling. *{1, 2, 3}*

ii. The connector brackets shall be equipped with a positive engagement to ensure that the cask lifting attachments do not become inadvertently disconnected during a seismic event and during normal cask handling operations. *{1, 2, 3}*

iii. The design of the connector brackets shall ensure that the HI-TRAC transfer cask is fully secured against slippage during MPC transfer operations. *{1, 2, 3}*

N. Cask Restraint System

A time-history analysis of the stacked overpack/HI-TRAC transfer cask assemblage under the postulated ISFSI Level D events in Table 2.3.2 shall be performed to demonstrate that a minimum margin of safety of 1.1 against overturning or kinematic instability exists and that the CTF structure complies with the applicable stress limits (Table 2.3.2) and that the maximum permissible deceleration loading specified in the FSAR is not exceeded. If required to meet the minimum margin of safety of 1.1, a cask restraining system shall be incorporated into the design of the Cask Transfer Facility to provide lateral restraint to the overpack (HI-STORM or HI-STAR 100). *{1, 2, 3}*

O. Design Life

The Cask Transfer Facility shall be constructed to have a minimum design life of 40 years. *{1}*

P. Testing Requirements

In addition to testing recommended in NUREG-0612 (1980), a structural adequacy test of the CTF ~~structure~~ at 125% of its operating load prior to its first use in a cask loading campaign shall be performed. This test should be performed in accordance with the guidance provided in the CMAA Specification 70 [2.2.16]. *{1, 2, 3}*

Q. Quality Assurance Requirements

All components of the CTF shall be manufactured in full compliance with the quality assurance requirements applicable to the ITS category of the component as set forth in the Holtec QA program. *{1, 2, 3}*

R. Documentation Requirements

i. O&M Manual: An Operations and Maintenance Manual shall be prepared which contains, at minimum, the following items of information *{1, 2, 3}*:
   - Maintenance Drawings
   - Operating Procedures

ii. Design Report: ~~A~~*if required by the safety classification, a* QA-validated design report documenting full compliance with the provisions of this specification shall be prepared and archived for future reference in accordance with the provisions of the Holtec QA program. *{1, 2, 3}*

2.3.3.2 Instrumentation

As a consequence of the passive nature of the HI-STORM 100 System, instrumentation which is important to safety is not necessary. No instrumentation is required or provided for HI-STORM 100 storage operations, other than normal security service instruments and TLDs.

However, in lieu of performing the periodic inspection of the HI-STORM overpack vent screens, temperature elements may be installed in two of the overpack exit vents to continuously monitor the air temperature. If the temperature elements and associated temperature monitoring instrumentation are used, they shall be designated important to safety as specified in Table 2.2.6.

The temperature elements and associated temperature monitoring instrumentation provided to monitor the air outlet temperature shall be suitable for a temperature range of -40°F to 500°F. At a minimum, the temperature elements and associated temperature monitoring

instrumentation shall be calibrated for the temperatures of 32^{o}F (ice point), 212^{o}F (boiling point), and 449^{o}F (melting point of tin) with an accuracy of +/- 4^{o}F.

2.3.4 Nuclear Criticality Safety

The criticality safety criteria stipulates that the effective neutron multiplication factor, k_{eff}, including statistical uncertainties and biases, is less than 0.95 for all postulated arrangements of fuel within the cask under all credible conditions.

2.3.4.1 Control Methods for Prevention of Criticality

The control methods and design features used to prevent criticality for all MPC configurations are the following:

a. Incorporation of permanent neutron absorbing material in the MPC fuel basket walls.

b. Favorable geometry provided by the MPC fuel basket.

Additional control methods used to prevent criticality for the MPC-24, MPC-24E, and MPC-24EF (all with higher enriched fuel), and the MPC-32 and MPC-32F are the following:

a. Loading of PWR fuel assemblies must be performed in water with a minimum boron content as specified in Table 2.1.14 or 2.1.16, as applicable.

b. Prevention of fresh water entering the MPC internals.

Administrative controls and shall be used to ensure that fuel placed in the HI-STORM 100 System meets the requirements described in Chapters 2 and 6. All appropriate criticality analyses are presented in Chapter 6.

2.3.4.2 Error Contingency Criteria

Provision for error contingency is built into the criticality analyses performed in Chapter 6. Because biases and uncertainties are explicitly evaluated in the analysis, it is not necessary to introduce additional contingency for error.

2.3.4.3 Verification Analyses

In Chapter 6, critical experiments are selected which reflect the design configurations. These critical experiments are evaluated using the same calculation methods, and a suitable bias is incorporated in the reactivity calculation.

2.3.5 Radiological Protection

2.3.5.1 Access Control

As required by 10CFR72, uncontrolled access to the ISFSI is prevented through physical protection means. A peripheral fence with an appropriate locking and monitoring system is a standard approach to limit access. The details of the access control systems and procedures, including division of the site into radiation protection areas, will be developed by the licensee (user) of the ISFSI utilizing the HI-STORM 100 System.

2.3.5.2 Shielding

The shielding design is governed by 10CFR72.104 and 10CFR72.106 which provide radiation dose limits for any real individual located at or beyond the nearest boundary of the controlled area. The individual must not receive doses in excess of the limits given in Table 2.3.1 for normal, off-normal, and accident conditions.

The objective of shielding is to assure that radiation dose rates at key locations are as low as practical in order to maintain occupational doses to operating personnel As Low As Reasonably Achievable (ALARA) and to meet the requirements of 10 CFR 72.104 and 10 CFR 72.106 for dose at the controlled area boundary. Three locations are of particular interest in the storage mode:

- immediate vicinity of the cask
- restricted area boundary
- controlled area (site) boundary

Dose rates in the immediate vicinity of the loaded overpack are important in consideration of occupational exposure. Conservative evaluations of dose rate have been performed and are described in Chapter 5 based on the contents of the BWR and PWR MPCs permitted for storage as described in Section 2.1.9. Actual dose rates in operation will be lower than those reported in Chapter 5 for the following reasons:

- The shielding evaluation model has a number of conservatisms, as discussed in Chapter 5.
- No single cask will likely contain design basis fuel in each fuel storage location and the full compliment of non-fuel hardware allowed by the CoC.
- No single cask will contain fuel and non-fuel hardware at the limiting burnups and cooling times allowed by the CoC.

Consistent with 10 CFR 72, there is no single dose rate limit established for the HI-STORM 100 System. Compliance with the regulatory limits on occupational and controlled area doses is performance-based, as demonstrated by dose monitoring performed by each cask A design objective for the maximum average radial surface dose rate has been established as ~~135~~*300* mrem/hr. Areas adjacent to the inlet and exit vents which pass through the radial shield are limited to ~~135~~*175* mrem/hr. The average dose rate at the top of the overpack is limited to below 60 mrem/hr. Chapter 5 of this FSAR presents the analyses and evaluations to establish HI-STORM 100 compliance with these design objectives.

Because of the passive nature of the HI-STORM 100 System, human activity related to the system is infrequent and of short duration. Personnel exposures due to operational and maintenance activities are discussed in Chapter 10. Chapter 10 also provides information concerning temporary shielding which may be utilized to reduce the personnel dose during loading, unloading, transfer, and handling operations. The estimated occupational doses for personnel comply with the requirements of 10CFR20.

For the loading and unloading of the HI-STORM overpack with the MPC, three transfer cask designs are provided (i.e., HI-TRAC 125, HI-TRAC 100, and HI-TRAC 125D). The two 125 ton HI-TRAC provide better shielding than the 100 ton HI-TRAC due to the increased shielding thickness and corresponding greater weight. Provided the licensee is capable of utilizing the 125 ton HI-TRAC, ALARA considerations would normally dictate that the 125 ton HI-TRAC should be used. However, sites may not be capable of utilizing the 125 ton HI-TRAC due to crane capacity limitations, floor loading limitations, or other site-specific considerations. As with other dose reduction-based plant activities, individual users who cannot accommodate the 125 ton HI-TRAC should perform a cost-benefit analysis of the actions (e.g., plant modifications) that would be necessary to use the 125 ton HI-TRAC. The cost of the action(s) would be weighed against the value of the projected reduction in radiation exposure and a decision made based on each plant's particular ALARA implementation philosophy.

Dose rates at the restricted area and site boundaries shall be in accordance with applicable regulations. Licensees shall demonstrate compliance with 10CFR72.104 and 10CFR72.106 for the actual fuel being stored, the ISFSI storage array, and the controlled area boundary distances.

The analyses presented in Chapters 5, 10, and 11 demonstrate that the HI-STORM 100 System is capable of meeting the above radiation dose limits.

2.3.5.3 Radiological Alarm System

There are no credible events that could result in release of radioactive materials or increases in direct radiation above the requirements of 10CFR72.106.

2.3.6 Fire and Explosion Protection

There are no combustible or explosive materials associated with the HI-STORM 100 System. No such materials would be stored within an ISFSI. However, for conservatism we have analyzed a hypothetical fire accident as a bounding condition for HI-STORM 100. An evaluation of the HI-STORM 100 System in a fire accident is discussed in Chapter 11.

Small overpressures may result from accidents involving explosive materials which are stored or transported near the site. Explosion is an accident loading condition considered in Chapter 11.

Table 2.3.1

RADIOLOGICAL SITE BOUNDARY REQUIREMENTS

BOUNDARY OF CONTROLLED AREA (m) (minimum)	100
NORMAL AND OFF-NORMAL CONDITIONS: Whole Body (mrem/yr) Thyroid (mrem/yr) Any Other Critical Organ (mrem/yr)	 25 75 25
DESIGN BASIS ACCIDENT: TEDE (rem) DDE + CDE to any individual organ or tissue (other than lens of the eye) (rem) Lens dose equivalent (rem) Shallow dose equivalent to skin or any extremity (rem)	 5 50 15 50

Table 2.3.2

Load Combinations[†] and Service Condition Definitions for the CTF Structure

Load Combination	Service Condition for Section III of the ASME Code for Definition of Allowable Stress	Comment
D*	Level A	All primary load bearing members must satisfy Level A stress limits.
D+S	Level A	
D+M[††]+W' D+F D+E or D+Y	Level D	Factor of safety against overturning shall be $\geq$ 1.1

[†] The reinforced concrete portion of the CTF structure shall also meet factored combinations of the above loads set forth in ACI-318(89).

[††] This load may be reduced or eliminated based on a PRA for the CTF site.

2.4 DECOMMISSIONING CONSIDERATIONS

Efficient decommissioning of the ISFSI is a paramount objective of the HI-STORM 100 System. The HI-STORM 100 System is ideally configured to facilitate rapid, safe, and economical decommissioning of the storage site.

The MPC is being licensed for transport off-site in the HI-STAR 100 dual-purpose cask system (Reference Docket No. 71-9261). No further handling of the SNF stored in the MPC is required prior to transport to a licensed centralized storage facility or licensed repository.

The MPC which holds the SNF assemblies is engineered to be suitable as a waste package for permanent internment in a deep Mined Geological Disposal System (MGDS). The materials of construction permitted for the MPC are known to be highly resistant to severe environmental conditions. No carbon steel, paint, or coatings are used or permitted in the MPC *in areas where they could be exposed to spent fuel pool water or the ambient environment.* Therefore, the SNF assemblies stored in the MPC should not need to be removed. However, to ensure a practical, feasible method to defuel the MPC, the top of the MPC is equipped with sufficient gamma shielding and markings locating the drain and vent locations to enable semiautomatic (or remotely actuated) boring of the MPC lid to provide access to the MPC vent and drain. The circumferential welds of the MPC lid closure ring can be removed by semiautomatic or remotely actuated means, providing access to the SNF.

Likewise, the overpack consists of steel and concrete rendering it suitable for permanent burial. Alternatively, the MPC can be removed from the overpack, and the latter reused for storage of other MPCs.

In either case, the overpack would be expected to have no interior or exterior radioactive surface contamination. Any neutron activation of the steel and concrete is expected to be extremely small, and the assembly would qualify as Class A waste in a stable form based on definitions and requirements in 10CFR61.55. As such, the material would be suitable for burial in a near-surface disposal site as Low Specific Activity (LSA) material.

If the MPC needs to be opened and separated from the SNF before the fuel is placed into the MGDS, the MPC interior metal surfaces will be decontaminated using existing mechanical or chemical methods. This will be facilitated by the MPC fuel basket and interior structures' smooth metal surfaces designed to minimize crud traps. After the surface contamination is removed, the MPC radioactivity will be diminished significantly, allowing near-surface burial or secondary applications at the licensee's facility.

It is also likely that both the overpack and MPC, or extensive portions of both, can be further decontaminated to allow recycle or reuse options. After decontamination, the only radiological hazard the HI-STORM 100 System may pose is slight activation of the HI-STORM 100 materials caused by irradiation over a 40-year storage period.

Due to the design of the HI-STORM 100 System, no residual contamination is expected to be left behind on the concrete ISFSI pad. The base pad, fence, and peripheral utility structures will require no decontamination or special handling after the last overpack is removed.

To evaluate the effects on the MPC and HI-STORM overpack caused by irradiation over a 40-year storage period, the following analysis is provided. Table 2.4.1 provides the conservatively determined quantities of the major nuclides after 40 years of irradiation. The calculation of the material activation is based on the following:

- Beyond design basis fuel assemblies (B&W 15x15, 4.8% enrichment, 70,000 MWD/MTU, and five-year cooling time) stored for 40 years. A constant source term for 40 years was used with no decrease in the neutron source term. This bounds the source term associated with the limiting PWR burnup of 68,200 MWD/MTU.

- Material quantities based on the drawings in Section 1.5.

- A constant flux equal to the initial loading condition is conservatively assumed for the full 40 years.

- Material activation is based on MCNP-4A calculations.

As can be seen from the material activation results presented in Table 2.4.1, the MPC and HI-STORM overpack activation is very low, even including the very conservative assumption of a constant flux for 40 years. The results for the concrete in the HI-STORM overpack can be conservatively applied to the ISFSI pad. This is extremely conservative because the overpack shields most of the flux from the fuel and, therefore, the ISFSI pad will experience a minimal flux.

In any case, the HI-STORM 100 System would not impose any additional decommissioning requirements on the licensee of the ISFSI facility per 10CFR72.30, since the HI-STORM 100 System could eventually be shipped from the site.

Table 2.4.1
MPC ACTIVATION

Nuclide	**Activity After 40-Year Storage (Ci/m^3)**
^{54}Mn	2.20e-3
^{55}Fe	3.53e-3
^{59}Ni	2.91e-6
^{60}Co	3.11e-4
^{63}Ni	9.87e-5
Total	6.15e-3

HI-STORM OVERPACK ACTIVATION

Nuclide	**Activity After 40-Year Storage (Ci/m^3)**
Overpack Steel	
^{54}Mn	3.62e-4
^{55}Fe	7.18e-3
Total	7.18e-3
Overpack Concrete	
^{39}Ar	3.02e-6
^{41}Ca	2.44e-7
^{54}Mn	1.59e-7
^{55}Fe	2.95e-5
Total	3.43e-5

2.6 REFERENCES

[2.0.1] *American Concrete Institute, "Building Code Requirements for Structural Plain Concrete (ACI 318.1-89) (Revised 1992) and Commentary - ACI 318.1R-89 (Revised 1992)".*~~American Concrete Institute, "Building Code Requirements for Structural Concrete", ACI 318-95, ACI, Detroit, Michigan.~~

[2.0.2] American Concrete Institute, "Code Requirements for Nuclear Safety Related Concrete Structures", ACI 349-85, ACI, Detroit, Michigan†

[2.0.3] Deleted.

[2.0.4] NRC Regulatory Guide 7.10, "Establishing Quality Assurance Programs for Packaging Used in the Transport of Radioactive Material," USNRC, Washington, D.C. Rev. 1 (1986).

[2.0.5] J.W. McConnell, A.L. Ayers, and M.J. Tyacke, "Classification of Transportation Packaging and Dry Spent Fuel Storage System Component According to Important to Safety," Idaho Engineering Laboratory, NUREG/CR-6407, INEL-95-0551, 1996.

[2.0.6] NUREG-1567, Standard Review Plan for Spent Fuel Dry Storage Facilities, March 2000.

[2.0.7] ASME Code, Section III, Subsection NF and Appendix F, and Code Section II, Part D, Materials, 1995, with Addenda through 1997.

[2.0.8] "Cladding Considerations for the Transportation and Storage of Spent Fuel," USNRC Interim Staff Guidance-11, Revision 3, November 17, 2003.

[2.0.9] USNRC Memorandum from Christopher L. Brown to M. Wayne Hodges, "Scoping Calculations for Cladding Hoop Stresses in Low Burnup Fuel," dated January 29, 2004.

[2.1.1] ORNL/TM-10902, "Physical Characteristics of GE BWR Fuel Assemblies", by R.S. Moore and K.J. Notz, Martin Marietta (1989).

[2.1.2] U.S. DOE SRC/CNEAF/96-01, Spent Nuclear Fuel Discharges from U.S. Reactors 1994, Feb. 1996.

[2.1.3] Deleted.

† The 1997 edition of ACI-349 is specified for ~~ISFSI pad and~~ embedment design for deployment of the anchored HI-STORM 100A and HI-STORM 100SA.

[2.1.4] Deleted.

[2.1.5] NUREG-1536, SRP for Dry Cask Storage Systems, USNRC, Washington, DC, January 1997.

[2.1.6] DOE Multi-Purpose Canister Subsystem Design Procurement. Specification.

[2.1.7] S.E. Turner, “Uncertainty Analysis - Axial Burnup Distribution Effects,” presented in “Proceedings of a Workshop on the Use of Burnup Credit in Spent Fuel Transport Casks”, SAND-89-0018, Sandia National Laboratory, Oct., 1989.

[2.1.8] Commonwealth Edison Company, Letter No. NFS-BND-95-083, Chicago, Illinois.

[2.2.1] ASME Boiler & Pressure Vessel Code, American Society of Mechanical Engineers, 1995 with Addenda through 1997.

[2.2.2] ASCE 7-88 (formerly ANSI A58.1), “Minimum Design Loads for Buildings and Other Structures”, American Society of Civil Engineers, New York, NY, 1990.

[2.2.3] ANSI N14.6-1993, "Special Lifting Devices for Shipping Containers Weighing 10,000 Pounds (4500 Kg) or More", June 1993.

[2.2.4] Holtec Report HI-2012610, "Final Safety Analysis Report for the HI-STAR 100 Cask System", NRC Docket No. 72-1008, latest revision.

[2.2.5] Holtec Report HI-951251, "Safety Analysis Report for the HI-STAR 100 Cask System", NRC Docket No. 71-9261, latest revision.

[2.2.6] "Debris Collection System for Boiling Water Reactor Consolidation Equipment", EPRI Project 3100-02 and ESEERCO Project EP91-29, October 1995.

[2.2.7] Design Basis Tornado for Nuclear Power Plants, Regulatory Guide 1.76, U.S. Nuclear Regulatory Commission, April 1974.

[2.2.8] ANSI/ANS 57.9-1992, "Design Criteria for an Independent Spent Fuel Storage Installation (dry type)", American Nuclear Society, LaGrange Park, Illinois.

[2.2.9] NUREG-0800, SRP 3.5.1.4, USNRC, Washington, DC.

[2.2.10] United States Nuclear Regulatory Commission Regulatory Guide 1.59, “Design Basis Floods for Nuclear Power Plants”, August 1973 and Rev. 1, April 1976.

[2.2.11] “Estimate of Tsunami Effect at Diablo Canyon Nuclear Generating Station, California.” B.W. Wilson, PG&E (September 1985, Revision 1).

[2.2.12] ~~Deleted.~~*D. Peckner and I.M. Bernstein, “Handbook of Stainless Steels,” McGraw-Hill Book Company, 1977.*

[2.2.13] ~~Deleted.~~*”Nuclear Systems Materials Handbook,” Oak Ridge National Laboratory, TID 26666, Volume 1.*

[2.2.14] Deleted.

[2.2.15] Deleted.

[2.2.16] Crane Manufacturer's Association of America (CMAA), Specification #70, 1988, Section 3.3.

APPENDIX 2.A

GENERAL DESIGN AND CONSTRUCTION REQUIREMENTS FOR THE ISFSI PAD FOR HI-STORM 100A

2.A.1 General Comments

As stated in Section 2.0.4, an ISFSI slab that anchors a spent fuel storage cask should be classified as "important to safety." This classification of the slab follows from the provisions of 10CFR72, which require that the cask system retain its capacity to store spent nuclear fuel in a safe configuration subsequent to a seismic or other environmental event. Since the slab for anchored HI-STORM deployment is designated as ITS, the licensee is required to determine whether the reactor site parameters, including earthquake intensity and large missiles, are enveloped by the cask design bases. The intent of the regulatory criteria is to ensure that the slab meets all interface requirements of the cask design and the geotechnical characteristics of the ISFSI site.

This appendix provides general requirements for design and construction of the ISFSI concrete pad as an ITS structure, and also establishes the framework for ensuring that the ISFSI design bases are clearly articulated. The detailed design of the ISFSI pad for anchored HI-STORM deployment shall comply with the technical provisions set forth in this appendix.

2.A.2 General Requirements for ISFSI Pad

1. Consistent with the provisions of NUREG-1567 [2.0.6], all concrete work shall comply with the requirements of ACI-349-*85*~~97~~ [2.0.2].

2. All reinforcing steel shall be manufactured from high strength billet steel conforming to ASTM designation A615 Grade 60.

3. The ISFSI owner shall develop appropriate mixing, pouring, reinforcing steel placement, curing, testing, and documentation procedures to ensure that all provisions of ACI 349-*85*~~97~~ [2.0.2] are met.

4. The placement, depth, and design and construction of the slab shall take into account the depth of the frost line at the ISFSI location. The casks transmit a very small amount of heat into the cask pad through conduction. The American Concrete Institute guidelines on reinforced concrete design of ground level slabs to minimize thermal and shrinkage induced cracking shall be followed.

5. General Requirements for Steel Embedment: The steel embedment, excluding the pre-tensioned anchorage studs, is required to follow the provisions stipulated in ACI 349-~~97~~ *85* [2.0.2], Appendix B "Steel Embedment" and the associated Commentary on Appendix B, as applicable. Later editions of this Code may be used provided a written reconciliation is performed. An example of one acceptable embedment configuration is provided in Figure 2.A.1. Site-specific embedment designs may vary from this example, depending on the geotechnical characteristics of the site-specific foundation. The embedment designer shall consider any current, relevant test data in designing the pad embedment for HI-STORM 100A and HI-STORM 100SA.

6. The ISFSI owner shall ensure that pad design analyses, using interface loads provided in this report, demonstrate that all structural requirements of NUREG-1567 and ACI-349-*85*~~97~~ are satisfied.

7. Unless the load handling device is designed in accordance with ANSI N14.6 and incorporates redundant drop protection features, the ISFSI owner shall ensure that a permissible cask carry height is computed for the site-specific pad/foundation configuration such that the design basis deceleration set forth in this FSAR are not exceeded in the event of a handling accident involving a vertical drop.

8. The ISFSI owner shall ensure that the pad/foundation configuration provides sufficient safety margins for overall kinematic stability of the cask/pad/foundation assemblage.

9. The ISFSI owner shall ensure that the site-specific seismic inputs, established at the top surface of the ISFSI pad, are bounded by the seismic inputs used as the design basis for the attachment components. If required, the ISFSI owner shall perform additional analyses to ensure that the site-specific seismic event or durations greater than the design basis event duration analyzed in this report, do not produce a system response leading to structural safety factors (defined as allowable stress (load) divided by calculated stress (load)) less than 1.0. Table 2.0.5 and Table 2.2.8 provide the limiting values of ZPAs in the three orthogonal directions that must not be exceeded at an ISFSI site (on the pad top surface) to comply with the general CoC for the HI-STORM 100A (and 100SA) System.

10. An ISFSI pad used to support anchored HI-STORM overpacks, unlike the case of free standing overpacks, may experience tensile (vertically upward) anchorage forces in addition to compression loads. The reinforcing steel (pattern and quantity) must be selected to meet the demands of the anchorage forces under seismic and other environmental conditions that involve destabilizing loadings (such as the large tornado missile defined in this FSAR).

2.A.3 Steel Embedment for Anchored Casks

Figure 2.A.1 shows a typical fastening arrangement for the HI-STORM 100A System. The details of the rebars in the pad (which are influenced by the geotechnical characteristics of the foundation and its connection to the underlying continuum) are not shown in Figure 2.A.1. Representative dimensions of the embedment and anchorage system are provided in Table 2.A.1.

The embedment detail illustrated in Figure 2.A.1 is designed to resist a load equal to the ASME Code, Section III Appendix F Level D load capacity of the cask anchor studs. The figure does not show the additional reinforcement required to ensure that tensile cracking of concrete is inhibited (see Figure B-4 in the Commentary ACI-349R-97) as this depends on the depth chosen for the ITS ISFSI pad concrete. The ACI Code contemplates ductile failure of the embedment steel and requires that the ultimate load capacity of the steel embedment be less than the limit pullout strength of the concrete surrounding the embedment that resists the load transferred from the cask anchor stud. If this criterion cannot be assured, then additional reinforcement must be added to inhibit concrete cracking (per Subsection B.4.4 of Appendix B of ACI-349-97).

The anchor stud receptacle described in Figure 2.A.1 is configured so that the cask anchor studs (which interface with the overpack baseplate as well as the pad embedment per Table 2.0.5 and are designed in accordance with ASME Section III, Subsection NF stress limits), sits flush with the ISFSI top surface while the cask is being positioned. Thus, a translocation device such as an "air pad" (that requires a flat surface) can be used to position the HI-STORM overpack at the designated location. Subsequent to positioning of the cask, the cask anchor stud is raised, the anchor stud nut installed, and the anchor stud preload applied. The transfer of load from the cask anchor stud to the embedment is through the bearing surface of the lower head of the cask anchor stud and the upper part of the anchor stud receptacle shown in the figure. The members of the anchoring system illustrated in Figure 2.A.1, as well as other geometries developed by the ISFSI designer, must meet the following criteria:

i. The weakest structural link in the system shall be in the ductile member. In other words, the tension capacity of the anchor stud/anchor receptacle group (based on the material ultimate strengths) shall be less than the concrete pull-out strength (computed with due recognition of the rebars installed in the pad).

ii. The maximum ratio of embedment plus cask anchor stud effective tensile stiffness to the effective compressive stiffness of the embedment plus concrete shall not exceed 0.25 in order to ensure the effectiveness of the pre-load.

iii. The maximum axial stress in the cask anchor studs under normal and seismic conditions shall be governed by the provisions of ASME Section III Subsection NF (1995).

iv. The load-bearing members of the HI-STORM 100A anchorage system shall be considered important-to-safety. This includes the following components shown in Figure 2.A.1: anchor stud and nut, top ring, upper collar, anchor receptacle, and anchor ring.

For sites with lower ZPA DBE events, compared to the limiting ZPAs set down in this FSAR, the size of the anchor studs and their number can be appropriately reduced. However, the above three criteria must be satisfied in all cases.

Table 2.A.1

Typical Embedment and Anchoring Data*

Nominal diameter of the anchor stud, (inch)	2
Thickness of the embedment ring, (inch)	2
I.D. of the embedment ring, (inch)	130
Anchor receptacle: Upper Position O.D. and I.D. (inch) Lower portion O.D. and I.D. (inch)	 O.D.: 2.5 / I.D.: 2.125 (min.) O.D.: 4.875 / I.D.: 3.625 (min.)
Depth of anchor receptacle collar, d, (inch)	2.5
Free fall height of the anchor stud, h_e,(inch)	8
Representative Materials of Construction are as follows:†	
Anchor Studs:	Per Table 2.0.4
Anchor Receptacle:	Low carbon steel such as A-36, A-105
Top Ring, Upper Collar, Anchor Ring:	Low carbon steel such as A-36, SA-516-Gr. 70

* Refer to Figure 2.A.1

† The ISFSI designer shall ensure that all permanently affixed embedment parts (such as the anchor receptacle) made from materials vulnerable to deleterious environmental effects (e.g. low carbon steel) are protected through the use of suitably engineered corrosion barrier. Alternatively, the selected material of construction must be innately capable of withstanding the long term environmental conditions at the ISFSI site.

Appendix 2.C

The Supplemental Cooling System

2.C.1 Purpose

The Supplemental Cooling System (SCS) will be utilized, as necessary, to maintain the peak fuel cladding temperature below the limit set forth in Chapter 2 of the FSAR during normal short-term operations(as defined in Section 2.2).

2.C.2 General Description and Requirements

The SCS is a ~~water circulation~~ system for cooling the MPC inside the HI-TRAC transfer cask during on-site transport. ~~The system consists of a skid-mounted coolant pump and an air-cooled heat exchanger.~~ During normal SCS operation, heat is removed by ~~water~~*a coolant* from the HI-TRAC annulus and rejected to the heat sink (ambient air) ~~across the air cooler heat exchange surfaces~~. The SCS shall be designed to meet the following criteria:

(i) *If the system uses water as the coolant,* ~~T~~*t*he *system* ~~pump~~ is sized to limit the coolant temperature ~~rise (from annulus inlet to outlet) to a reasonably low value (20ºF)~~ *to below 180°F under steady-state conditions* ~~and the air-cooled heat exchanger sized~~ for the design basis heat load at an ambient air temperature of 100°F. The pump and air-cooler fan are powered by electric motors with a backup power supply for uninterrupted operation.

(ii) The ~~closed loop cooling circuit~~*system* will utilize a contamination-free fluid medium in contact with the external surfaces of the MPC and inside surfaces of the HI -TRAC transfer cask to minimize corrosion. Figure 2.C.1 shows a typical P&ID for a SCS.

(iii) The number of active components in the SCS will be minimized.

(iv) All passive components such as tubular heat exchangers, manually operated valves and fittings shall be designed to applicable standards (TEMA, ANSI).

2.C.3 Thermal/Hydraulic Design Criteria

(i) The heat dissipation capacity of the SCS shall be equal to or greater than the minimum necessary to ensure that the peak cladding temperature is below the ISG-11, Rev. 3 limit of 400°C (752°F). All heat transfer surfaces in *any* heat exchangers shall be assumed to be fouled to the maximum limits specified in a widely used heat exchange equipment standard such as the Standards of Tubular Exchanger Manufacturers Association.

(ii) The coolant utilized to extract heat from the MPC shall be *either* high purity water *or air*. Anti-freeze may be used to prevent water from freezing if warranted by operating conditions.

2.C.4 Mechanical Requirements

(i) All pressure boundaries (as defined in the ASME Boiler and Pressure Vessel Code, Section VIII Division 1) shall have pressure ratings that are greater than the maximum system operating pressure by at least 15 psi.

(ii) All ASME Code components shall comply with Section VIII Division 1 of the ASME Boiler and Pressure Vessel Code.

(iii) Prohibited Materials

The following materials will not be in contact with the system coolant in the SCS.

- Lead
- Mercury
- Sulfur
- Saran
- Silastic L8-53
- Cadmium
- Tin
- Antimony
- Bismuth
- Mischmetal
- Neoprene or similar gasket materials made of halogen containing elastomers
- Phosphorus
- Zinc
- Copper and Copper Alloys
- Rubber-bonded asbestos
- Nylon
- Magnesium oxide (e.g., insulation)
- Materials that contain halogens in amounts exceeding 75 ppm

(iv) ~~All gasketed and packed joints shall have a minimum design pressure rating of the pump shut-off pressure plus 15 psi.~~ *Not Used.*

(v) The SCS skid shall be equipped with appropriate lifting lugs to permit its handling by the plant's lifting devices in full compliance with NUREG-0612 provisions.

2.C.5 Regulatory Requirements

The SCS is classified as Important-to-Safety Category B.

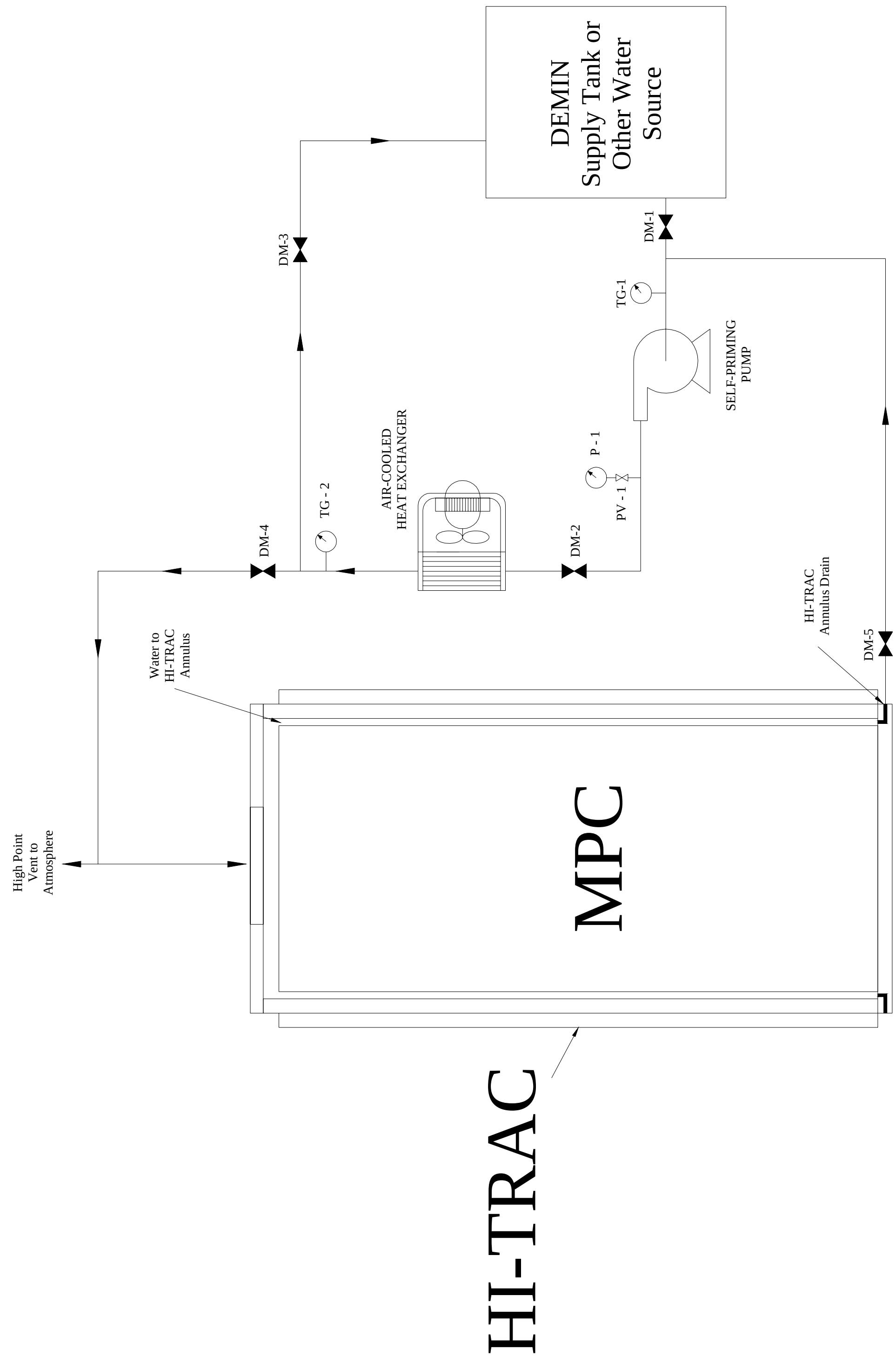


FIGURE 2.C.1: SUPPLEMENTAL COOLING SYSTEM EXAMPLE P&I DIAGRAM

CHAPTER 3: STRUCTURAL EVALUATION[†]

3.0 OVERVIEW

In this chapter, the structural components of the HI-STORM 100 System that are important to safety (ITS) are identified and described. The objective of the structural analyses is to ensure that the integrity of the HI-STORM 100 System is maintained under all credible loads for normal, off-normal, and design basis accident/natural phenomena. The chapter results support the conclusion that the confinement, criticality control, radiation shielding, and retrievability criteria set forth by 10CFR72.236(l), 10CFR72.124(a), 10CFR72.104, 10CFR72.106, and 10CFR72.122(l) are met. In particular, the design basis information contained in the previous two chapters and in this chapter provides sufficient data to permit structural evaluations to demonstrate compliance with the requirements of 10CFR72.24. To facilitate regulatory review, the assumptions and conservatism~~'~~s inherent in the analyses are identified along with a complete description of the analytical methods, models, and acceptance criteria. A summary of other material considerations, such as corrosion and material fracture toughness is also provided. Design calculations for the HI-TRAC transfer cask are included where appropriate to comply with the guidelines of NUREG-1536.

~~This revision to the HI-STORM Safety Analysis Report, the first since the HI-STORM 100 System was issued a Part 72 Certificate of Compliance, incorporates several features into the structural analysis to respond to the changing needs of the U.S. nuclear power generation industry. The most significant changes to this chapter for this revision are:~~

- ~~The incorporation of structural results associated with the MPC-32 and the MPC-24E/24EF fuel baskets. In the case of the MPC-32, this revision simply returns results of analyses that were contained in this chapter prior to the initial CoC. In the case of the 24E basket, the new results are based on the same structural analysis model used for all the other baskets evaluated.~~

- ~~The revision of the analyses of free thermal expansion and MPC canister shell to incorporate the changed temperature distribution from the inclusion of the thermosiphon effect (convective heat transfer inside the canister).~~

- ~~The introduction of new analyses that permit the use of additional damaged fuel canisters in the HI-STORM 100.~~

[†] This chapter has been prepared in the format and section organization set forth in Regulatory Guide 3.61. However, the material content of this chapter also fulfills the requirements of NUREG-1536. Pagination and numbering of sections, figures, and tables are consistent with the convention set down in Chapter 1, Section 1.0, herein. Finally, all terms-of-art used in this chapter are consistent with the terminology of the glossary (Table 1.0.1) and component nomenclature of the Bill-of-Materials (Section 1.5).

- ~~The inclusion of shorter versions of the HI-STORM overpack (designated as HI-STORM 100S and HI-STORM 100S Version B) to accommodate plants with reduced clearances. In general, we show that the HI-STORM 100S is bounded by results previously obtained.~~

- ~~Revisions to approved HI-TRAC analyses to accommodate fabrication enhancements.~~

- ~~Enhancement of the handling accident and tipover analyses to provide an additional qualified reference ISFSI pad configuration with higher strength concrete.~~

- ~~Introduction of an anchored HI-STORM (designated as HI-STORM 100A). This enhancement permits use of a HI-STORM at sites in high seismic zones where a freestanding cask is not acceptable.~~

The organization of technical information in this chapter follows the format and content guidelines of USNRC Regulatory Guide 3.61 (February 1989). The FSAR ensures that the responses to the review requirements listed in NUREG-1536 (January 1997) are complete and comprehensive. The areas of NRC staff technical inquiries, with respect to structural evaluation in NUREG-1536, span a wide array of technical topics within and beyond the material in this chapter. To facilitate the staff's review to ascertain compliance with the stipulations of NUREG-1536, Table 3.0.1 "Matrix of NUREG-1536 Compliance - Structural Evaluation", is included in this chapter. A comprehensive cross-reference of the topical areas set forth in NUREG-1536, and the location of the required compliance information is contained in Table 3.0.1.

Section 3.7 describes in detail HI-STORM 100 System’s compliance to NUREG-1536 Structural Evaluation Requirements.

The HI-STORM 100 System matrix of compliance table given in this section is developed with the supposition that the storage overpack is designated as a steel structure that falls within the purview of subsection 3.V.3 “Other Systems Components Important to Safety” (page 3-28 of NUREG-1536), and therefore, does not compel the use of reinforced concrete. (Please refer to Table 1.0.3 for an explicit statement of exception on this matter). The concrete mass installed in the HI-STORM 100 overpack is accordingly equipped with “plain concrete” for which the sole applicable industry code is ACI 318.1-*89* (92). Plain concrete, in contrast to reinforced concrete, is the preferred shielding material HI-STORM 100 because of three key considerations:

(i) Plain concrete is more amenable to a void free pour than reinforced concrete in narrow annular spaces typical of ventilated vertical storage casks.

(ii) The tensile strength bearing capacity of reinforced concrete is not required to buttress the steel weldment of the HI-STORM 100 overpack.

(iii) The compression and bearing strength capacity of plain concrete is unaffected by the absence of rebars. A penalty factor, on the compression strength, pursuant to the provisions of ACI -318.1 is, nevertheless, applied to insure conservatism. However, while plain concrete is the chosen shielding embodiment for the HI-STORM 100 storage overpack, all necessary technical, procedural Q.C., and Q.A. provisions to insure nuclear grade quality will be implemented by utilizing the relevant sections from ACI -349-~~(85)~~ as specified in Appendix 1.D.

In other words, guidelines of NUREG 1536 pertaining to reinforced concrete are considered to insure that the material specification, construction quality control and quality assurance of the shielding concrete comply with the provisions of ACI 349-~~(85)~~. These specific compliance items are listed in the compliance matrix.

TABLE 3.0.1
MATRIX OF NUREG-1536 COMPLIANCE ITEMS – STRUCTURAL EVALUATION †

PARAGRAPH IN NUREG-1536	NUREG-1536 COMPLIANCE ITEM	LOCATION IN FSAR CHAPTER 3	LOCATION OUTSIDE OF FSAR CHAPTER 3
IV.1.a	ASME B&PV Compliance		
	NB	3.1.1	Tables 2.2.6,2.2.7
	NG	3.1.1	Tables 2.2.6,2.2.7
IV.2	Concrete Material Specification		Appendix 1.D
IV.4	Lifting Devices	3.1; 3.4	
V.	Identification of SSC that are ITS		Table 2.2.6
“	Applicable Codes/Standards	3.6.1	Table 2.2.6
“	Loads		Table 2.2.13
“	Load Combinations	3.1.2.1.2; Tables 3.1.1-3.1.5	Table 2.2.14
“	Summary of Safety Factors	3.4.3; 3.4.4.2; 3.4.4.3.1-3 3.4.6-3.4.9; Tables 3.4.3-3.4.9	
“	Design/Analysis Procedures	Chapter 3	
“	Structural Acceptance Criteria		Tables 2.2.10-2.2.12

TABLE 3.0.1 (CONTINUED)
MATRIX OF NUREG-1536 COMPLIANCE ITEMS – STRUCTURAL EVALUATION †

PARAGRAPH IN NUREG-1536	NUREG-1536 COMPLIANCE ITEM	LOCATION IN FSAR CHAPTER 3	LOCATION OUTSIDE OF FSAR CHAPTER 3
“	Material/QC/Fabrication	Table 3.4.2	Chap. 9; Chap. 13
“	Testing/In-Service Surveillance		Chap. 9; Chap. 12
“	Conditions for Use		Table 1.2.6; Chaps. 8,9,12
V.1.a	Description of SSC	3.1.1	1.2
V.1.b.i.(2)	Identification of Codes & Standards		Tables 2.2.6, 2.2.7
V.1.b.ii	Drawings/Figures		1.5
“	Identification of Confinement Boundary		1.5; 2.3.2; 7.1; Table 7.1.1
“	Boundary Weld Specifications	3.3.1.4	1.5; Table 7.1.2
“	Boundary Bolt Torque	NA	
“	Weights and C.G. Location	Tables 3.2.1-3.2.4	
“	Chemical/Galvanic Reactions	3.4.1; Table 3.4.2	
V.1.c	Material Properties	3.3; Tables 3.3.1-3.3.5	1.A; 1.C; 1.D
“	Allowable Strengths	Tables 3.1.6-3.1.17	Tables 2.2.10-2.2.12; 1.D
“	Suitability of Materials	3.3; Table 3.4.2	1.A; 1.B; 1.D
“	Corrosion	3.3	
“	Material Examination before Fabrication		9.1.1

TABLE 3.0.1 (CONTINUED)
MATRIX OF NUREG-1536 COMPLIANCE ITEMS – STRUCTURAL EVALUATION †

PARAGRAPH IN NUREG-1536	NUREG-1536 COMPLIANCE ITEM	LOCATION IN FSAR CHAPTER 3	LOCATION OUTSIDE OF FSAR CHAPTER 3
"	Material Testing and Analysis		9.1; Table 9.1.1; 1.D
"	Material Traceability		9.1.1
"	Material Long Term Performance	3.3; 3.4.11; 3.4.12	9.2
"	Materials Appropriate to Load Conditions		Chap. 1
"	Restrictions on Use		Chap. 12
"	Temperature Limits	Table 3.1.17	Table 2.2.3
"	Creep/Slump	3.4.4.3.3.2	
"	Brittle Fracture Considerations	3.1.2.3; Table 3.1.18	
"	Low Temperature Handling		2.2.1.2
V.1.d.i.(1)	Normal Load Conditions		2.2.1; Tables 2.2.13,2.2.14
"	Fatigue	3.1.2.4	
"	Internal Pressures/Temperatures for Hot and Cold Conditions	3.4.4.1	2.2.2; Tables 2.2.1,2.2.3
"	Required Evaluations		
"	Weight+Pressure	3.4.4.3.1.2	
"	Weight/Pressure/Temp.	3.4.4.3.1.2	
"	Free Thermal Expansion	3.4.4.2	4.4.*6*~~5~~; ~~Figure 4.4.30~~*Table 4.4.10*

TABLE 3.0.1 (CONTINUED)
MATRIX OF NUREG-1536 COMPLIANCE ITEMS – STRUCTURAL EVALUATION †

PARAGRAPH IN NUREG-1536	NUREG-1536 COMPLIANCE ITEM	LOCATION IN FSAR CHAPTER 3	LOCATION OUTSIDE OF FSAR CHAPTER 3
V.1.d.i.(2)	Off-Normal Conditions		2.2.2; Tables 2.2.13, 2.2.14; 11.1
V.1.d.i.(3)	Accident Level Events and Conditions	Tables 3.1.1, 3.1.2	2.2.3; Tables 2.2.13, 2.2.14; 11.2
V.1.d.i.(3).(a)	Storage Cask Vertical Drop	3.1.2.1.1.2; 3.4.10; 3.A	2.2.3.1
"	Storage Cask Tipover	3.1.2.1.1.1; 3.4.10; 3.A	2.2.3.2
"	Transfer Cask Horizontal Drop	3.4.9	2.2.3.1
V.1.d.i.(3).(b)	Explosive Overpressure	3.1.2.1.1.4	2.2.3.10
V.1.d.i.(3).(c)	Fire		
"	Structural Evaluations	3.4.4.2	2.2.3.3
"	Material Properties		11.2
"	Material Suitability	3.1.2.2; 3.3.1.1	Table 2.2.3; 11.2
V.1.d.i.(3).(d)	Flood		
"	Identification	3.1.2.1.1.3; 3.4.6	2.2.3.6
"	Cask Tipover	3.4.6	
"	Cask Sliding	3.4.6	
"	Hydrostatic Loading	3.1.2.1.1.3; 3.4.6	72-1008(3.H)
"	Consequences		11.2
V.1.d.i.(3).(e)	Tornado Winds		
"	Specification	3.1.2.1.1.5	2.2.3.5; Table 2.2.4
"	Drag Coefficients	3.4.8	
"	Load Combination	3.4.8	

TABLE 3.0.1 (CONTINUED)
MATRIX OF NUREG-1536 COMPLIANCE ITEMS – STRUCTURAL EVALUATION †

PARAGRAPH IN NUREG-1536	NUREG-1536 COMPLIANCE ITEM	LOCATION IN FSAR CHAPTER 3	LOCATION OUTSIDE OF FSAR CHAPTER 3
"	Overturning –Transfer	NA	
V.1.d.i.(3).(f)	Tornado Missiles		
"	Missile Parameters	3.1.2.1.1.5	Table 2.2.5
"	Tipover	3.4.8	
"	Damage	3.4.8.1; 3.4.8.2	
"	Consequences	3.4.8.1; 3.4.8.2	11.2
V.1.d.i.(3).(g)	Earthquakes		
"	Definition of DBE	3.1.2.1.1.6; 3.4.7	2.2.3.7; Table 2.2.8
"	Sliding	3.4.7	
"	Overturning	3.4.7	
"	Structural Evaluations	3.4.7	11.2
V.1.d.i.(4).(a)	Lifting Analyses		
"	Trunnions		
"	Requirements	3.1.2.1.2; 3.4.3.1; 3.4.3.2	72-1008(3.4.3); 2.2.1.2
"	Analyses	3.4.3.1; 3.4.3.2	72-1008(3.4.3)
"	Other Lift Analyses	3.4.3.7-3.4.3.9	
V.1.d.i.(4).(b)	Fuel Basket		
"	Requirements	3.1.2.1.2; Table 3.1.3	
"	Specific Analyses	3.4.4.2; 3.4.4.3; 3.6.3	72-1008(3.4.4.3.1.2; 3.4.4.3.1.6; 3.M; 3.H; 3.I)

TABLE 3.0.1 (CONTINUED)
MATRIX OF NUREG-1536 COMPLIANCE ITEMS – STRUCTURAL EVALUATION †

PARAGRAPH IN NUREG-1536	NUREG-1536 COMPLIANCE ITEM	LOCATION IN FSAR CHAPTER 3	LOCATION OUTSIDE OF FSAR CHAPTER 3
"	Dynamic Amplifiers	3.4.4.4.1	
"	Stability	3.4.4.3; 3.4.4.4	72-1008(Figures 3.4.27-32)
V.1.d.i.(4).(c)	Confinement Closure Lid Bolts		
"	Pre-Torque	NA	
"	Analyses	NA	
"	Engagement Length	NA	
"	Miscellaneous Bolting		
"	Pre-Torque	3.4.3.7; 3.4.3.8	
"	Analyses	3.4.4.3.2.2	
"	Engagement Length	3.4.3.5; 3.4.3.7; 3.4.3.8	
V.1.d.i.(4)	Confinement		
"	Requirements	3.1.2.1.2; Table 3.1.4	Chap. 7
"	Specific Analyses	3.6.3; Tables 3.4.3, 3.4.4	72-1008(3.E; 3.K; 3.I; 3.4.4.3.1.5)
"	Dynamic Amplifiers	3.4.4.1	
"	Stability	3.4.4.3.1	72-1008(3.H)
"	Overpack		
"	Requirements	3.1.2.1.2; Tables 3.1.1, 3.1.5	
"	Specific Analyses	3.6.3; 3.4.4.3	

TABLE 3.0.1 (CONTINUED)
MATRIX OF NUREG-1536 COMPLIANCE ITEMS – STRUCTURAL EVALUATION †

PARAGRAPH IN NUREG-1536	NUREG-1536 COMPLIANCE ITEM	LOCATION IN FSAR CHAPTER 3	LOCATION OUTSIDE OF FSAR CHAPTER 3
“	Dynamic Amplifiers	3.4.4.3.2	
“	Stability	3.4.4.3; Table 3.1.1; 3.4.4.5	
“	Transfer Cask		
“	Requirements	3.1.2.1.2; Table 3.1.5	
“	Specific Analyses	3.4.4.3; 3.6.3	
“	Dynamic Amplifiers	3.4.4.4.1	
“	Stability	NA	2.2.3.1

† Legend for Table 3.0.1

Per the nomenclature defined in Chapter 1, the first digit refers to the chapter number, the second digit is the section number within the chapter; an alphabetic character in the second place means it is an appendix to the chapter.

72-1008	HI-STAR 100 Docket Number where the referenced item is located
NA	Not Applicable for this item

3.1 STRUCTURAL DESIGN

3.1.1 Discussion

The HI-STORM 100 System consists of three principal components: the Multi-Purpose Canister (MPC), the storage overpack, and the transfer cask. The MPC is a hermetically sealed, welded structure of cylindrical profile with flat ends and a honeycomb fuel basket. A complete description is provided in Subsection 1.2.1.1 wherein the anatomy of the MPC and its fabrication details are presented with the aid of figures. The MPCs utilized in the HI-STORM 100 System are identical to those for the HI-STAR 100 System submitted under Dockets 72-1008 and 71-9261. The evaluation of the MPCs presented herein draws upon the work described in those earlier submittals. In this section, the discussion is confined to characterizing and establishing the structural features of the MPC, the storage overpack, and the HI-TRAC transfer cask. Since a detailed discussion of the HI-STORM 100 Overpack and HI-TRAC transfer cask geometries is presented in Section 1.2, attention is focused here on structural capabilities and their inherent margins of safety for housing the MPC. Detailed design drawings for the HI-STORM 100 System are provided in Section 1.5.

The design of the MPC seeks to attain three objectives that are central to its functional adequacy, namely:

- Ability to Dissipate Heat: The thermal energy produced by the stored spent fuel must be transported to the outside surface of the MPC such that the prescribed temperature limits for the fuel cladding and for the fuel basket metal walls are not exceeded.

- Ability to Withstand Large Impact Loads: The MPC, with its payload of nuclear fuel, must be sufficiently robust to withstand large impact loads associated with the postulated handling accident events. Furthermore, the strength of the MPC must be sufficiently isotropic to meet structural requirements under a variety of handling and tip-over accidents.

- Restraint of Free End Expansion: The membrane and bending stresses produced by restraint of free-end expansion of the fuel basket are categorized as primary stresses. In view of the concentration of heat generation in the fuel basket, it is necessary to ensure that structural constraints to its external expansion do not exist.

Where the first two criteria call for extensive inter-cell connections, the last criterion requires the opposite. The design of the MPC seeks to realize all of the above three criteria in an optimal manner.

From the description presented in Chapter 1, the MPC enclosure vessel is the confinement vessel designed to meet ASME Code, Section III, Subsection NB stress limits. The enveloping canister shell, the baseplate, and the lid system form a complete confinement boundary for the stored fuel that is referred to as the "enclosure vessel". Within this cylindrical shell confinement vessel is an integrally welded assemblage of cells of square cross sectional openings for fuel storage, referred to herein as the fuel basket. The fuel basket is analyzed under the provisions of Subsection NG of Section III of the ASME Code. All multi-purpose canisters designed for deployment in the HI-STORM 100 and HI-STAR 100 systems are exactly alike in their external dimensions. The essential

difference between the MPCs lies in the fuel baskets. Each fuel storage MPC is designed to house fuel assemblies with different characteristics. Although all fuel baskets are configured to maximize structural ruggedness through extensive inter-cell connectivity, they are sufficiently dissimilar in structural details to warrant separate evaluations. Therefore, analyses for each of the MPC types were carried out to ensure structural compliance. Inasmuch as no new MPC designs are introduced in this application, and all MPC designs were previously reviewed by the USNRC under Docket 72-1008, the MPC analyses submitted under Docket Numbers 72-1008 and 71-9261 for the HI-STAR 100 System are not reproduced herein unless they need to be modified by HI-STORM 100 conditions or geometry differences. Analyses provided in the HI-STAR 100 System safety analysis reports that are applicable to the HI-STORM 100 System are referenced in this FSAR by docket number and subsection or appendix.

Components of the HI-STORM 100 System that are important to safety and their applicable design codes are defined in Chapter 2.

Some of the key structural functions of the MPC in the storage mode are:

1. To position the fuel in a subcritical configuration, and

2. To provide a confinement boundary.

Some of the key structural functions of the overpack in the storage mode are:

1. To serve as a missile barrier for the MPC,

2. To provide flow paths for natural convection,

3. To ensure stability of the HI-STORM 100 System, and

4. To maintain the position of the radiation shielding.

5. To allow movement of the overpack with a loaded MPC inside.

Some structural features of the MPCs that allow the system to perform these functions are summarized below:

- There are no gasketed ports or openings in the MPC. The MPC does not rely on any sealing arrangement except welding. The absence of any gasketed or flanged joints makes the MPC structure immune from joint leaks. The confinement boundary contains no valves or other pressure relief devices.

- The closure system for the MPCs consists of two components, namely, the MPC lid and the closure ring. The MPC lid can be either a single thick circular plate continuously welded to the MPC shell along its circumference or two dual lids welded around their common periphery. The MPC closure system is shown in the ~~D~~*d*esign ~~D~~*d*rawings in Section 1.5. The MPC lid is equipped with vent and drain ports which are utilized for evacuating moisture and air from the MPC following fuel loading, and subsequent backfilling with an inert gas (helium) at a specified mass. The vent and drain ports are covered by a cover plate and welded before the closure ring is installed. The closure ring is a circular annular plate edge-welded to the MPC lid and shell. The two closure members are interconnected by welding around the inner diameter of the ring. Lift points for the MPC are provided in the MPC lid.

- The MPC fuel baskets consist of an array of interconnecting plates. The number of storage cells formed by this interconnection process varies depending on the type of fuel being stored. Basket designs containing cell configurations for PWR and BWR fuel have been designed and are explained in detail in Section 1.2. All baskets are designed to fit into the same MPC shell. Welding of the basket plates along their edges essentially renders the fuel basket into a multiflange beam. Figure 3.1.1 provides an isometric illustration of a fuel basket for the MPC-68 design.

- The MPC basket is separated from its supports by a gap. The gap size decreases as a result of thermal expansion (depending on the magnitude of internal heat generation from the stored spent fuel). The provision of a small gap between the basket and the basket support structure is consistent with the natural thermal characteristics of the MPC. The planar temperature distribution across the basket, as shown in Section 4.4, approximates a shallow parabolic profile. This profile will create high thermal stresses unless structural constraints at the interface between the basket and the basket support structure are removed.

- The MPCs will be loaded with fuel with widely varying heat generation rates. The basket/basket support structure gap tends to be reduced for higher heat generation rates due to increased thermal expansion rates. Gaps between the fuel basket and the basket support structure are specified to be sufficiently large such that a gap exists around the periphery after any thermal expansion.

- *In some early vintage MPCs,* ~~A~~*a* small number of flexible thermal conduction elements (thin aluminum tubes) are interposed between the basket and the MPC shell. The elements are designed to be resilient. They do not provide structural support for the basket, and thus their resistance to thermal growth is negligible.

It is quite evident from the geometry of the MPC that a critical loading event pertains to the drop condition when the MPC is postulated to undergo a handling side drop (the longitudinal axis of the MPC is horizontal) or tip-over. Under the side drop or tip-over condition the flat panels of the fuel basket are subject to an equivalent pressure loading that simulates the deceleration-magnified inertia load from the stored fuel and the MPC's own metal mass.

The MPC fuel basket maintains the spent nuclear fuel in a subcritical arrangement. Its safe operation is assured by maintaining the physical configuration of the storage cell cavities intact in the aftermath of a drop event. This requirement is considered to be satisfied if the MPC fuel basket meets the stress intensity criteria set forth in the ASME Code, Section III, Subsection NG. Therefore, the demonstration that the fuel basket meets Subsection NG limits ensures that there is no impairment of ready retrievability (as required by NUREG-1536), and that there is no unacceptable effect on the subcritical arrangement.

The MPC confinement boundary contains no valves or other pressure relief devices. The MPC enclosure vessel is shown to meet the stress intensity criteria of the ASME Code, Section III, Subsection NB for all service conditions. Therefore, the demonstration that the enclosure vessel meets Subsection NB limits ensures that there is no unacceptable release of radioactive materials.

The HI-STORM 100 storage overpack is a steel cylindrical structure consisting of inner and outer low carbon steel shells, a lid, and a baseplate. Between the two shells is a thick cylinder of un-reinforced (plain) concrete. Additional regions of fully confined (by enveloping steel structure) unreinforced concrete are attached to the lid and to the baseplate depending on the specific configuration (see applicable figures in previous chapters). The storage overpack serves as a missile and radiation barrier, provides flow paths for natural convection, provides kinematic stability to the system, and acts as a cushion for the MPC in the event of a tip-over accident. The storage overpack is not a pressure vessel since it contains cooling vents that do not allow for a differential pressure to develop across the overpack wall. The structural steel components of the HI-STORM 100 Overpack are designed to meet the stress limits of the ASME Code, Section III, Subsection NF, Class 3. Short versions of the HI-STORM 100 overpack, designated as the HI-STORM 100S, and the HI-STORM 100S Version B, are included in this revision. To accommodate nuclear plants with limited height access, the HI-STORM 100S has a re-configured lid and a lower overall height. There are minor weight redistributions but the overall bounding weight of the system is unchanged. The HI-STORM 100S Version B incorporates other improvements and modifications designed to improve fabricability and enhance some margins. Structural analyses are revisited if and only if the modified configuration cannot be demonstrated to be bounded by the original calculation. New or modified calculations focused on the HI-STORM 100S and the HI-STORM 100S Version B are clearly identified within the text of this chapter. Unless otherwise designated, general statements using the terminology “HI-STORM 100” also apply to the HI-STORM 100S and to the HI-STORM 100S Version B. The HI-STORM 100S overpacks can carry all MPC~~’~~s and transfer casks that can be carried in the HI-STORM 100.

As discussed in Chapters 1 and 2, and Section 3.0, the principal shielding material utilized in the HI-STORM 100 Overpack is plain concrete. Plain concrete was selected for the HI-STORM 100 Overpack in lieu of reinforced concrete, because there is no structural imperative for incorporating tensile load bearing strength into the contained concrete. From a purely practical standpoint, the absence of rebars facilitate pouring and curing of concrete with minimal voids, which is an important consideration in light of its shielding function in the HI-STORM 100 Overpack. Plain concrete, however, acts essentially identical to reinforced concrete under compressive and bearing loads, even though ACI standards apply a penalty factor on the compressive and bearing strength of concrete in the absence of rebars (vide ACI 318.1).

Accordingly, the plain concrete in the HI-STORM 100 is considered as a structural material only to the extent that it may participate in supporting direct compressive loads. The allowable compression/bearing resistance is defined and quantified in the ACI 318.1-*89* (92) Building Code for Structural Plain Concrete.

In general, strength analysis of the HI-STORM 100 Overpack and its confined concrete is carried out only to demonstrate that the concrete is able to perform its radiation protection function and that retrievability of the MPC subsequent to any postulated accident condition of storage or handling is maintained.

A discrete ITS component in the HI-STORM 100 System is the HI-TRAC transfer cask. The HI-TRAC serves to provide a missile and radiation barrier during transport of the MPC from the fuel pool to the HI-STORM 100 Overpack. The HI-TRAC body is a double-walled steel cylinder that constitutes its structural system. Contained between the two steel shells is an intermediate lead cylinder. Attached to the exterior of the HI-TRAC body outer shell is a water jacket that acts as a radiation barrier. The HI-TRAC is not a pressure vessel since it contains a penetration in the HI-TRAC top lid that does not allow for a differential pressure to develop across the HI-TRAC wall. Nevertheless, in the interest of conservatism, structural steel components of the HI-TRAC are subject to the stress limits of the ASME Code, Section III, Subsection NF, Class 3.

Since both the HI-STORM 100 and HI-TRAC may serve as an MPC carrier, their lifting attachments are designed to meet the design safety factor requirements of NUREG-0612 [3.1.1] and ANSI N14.6-1993 [3.1.2] for single-failure-proof lifting equipment.

Table 2.2.6 provides a listing of the applicable design codes for all structures, systems, and components which are designated as ITS. Since no structural credit is required for the weld between the adjustable basket support pieces (i.e., shims and basket support flat plates), the adjustable basket supports are classified as NITS.

3.1.2 Design Criteria

Principal design criteria for normal, off-normal, and accident/environmental events are discussed in Section 2.2. In this section, the loads, load combinations, and allowable stresses used in the structural evaluation of the HI-STORM 100 System are presented in more detail.

Consistent with the provisions of NUREG-1536, the central objective of the structural analysis presented in this chapter is to ensure that the HI-STORM 100 System possesses sufficient structural capability to withstand normal and off-normal loads and the worst case loads under natural phenomenon or accident events. Withstanding such loadings enables the HI-STORM 100 System to successfully preclude the following negative consequences:

- unacceptable risk of criticality
- unacceptable release of radioactive materials
- unacceptable radiation levels
- impairment of ready retrievability of the SNF

The above design objectives for the HI-STORM 100 System can be particularized for individual components as follows:

- The objectives of the structural analysis of the MPC are to demonstrate that:

  1. Confinement of radioactive material is maintained under normal, off-normal, accident conditions, and natural phenomenon events.

  2. The MPC basket does not deform under credible loading conditions such that the subcriticality or retrievability of the SNF is jeopardized.

- The objectives of the structural analysis of the storage overpack are to demonstrate that:

  1. Tornado-generated missiles do not compromise the integrity of the MPC confinement boundary.

  2. The overpack can safely provide for on-site transfer of the loaded MPC and ensure adequate support to the HI-TRAC transfer cask during loading and unloading of the MPC.

  3. The radiation shielding remains properly positioned in the case of any normal, off-normal, or natural phenomenon or accident event.

  4. The flow path for the cooling air flow shall remain available under normal and off-normal conditions of storage and after a natural phenomenon or accident event.

5. The loads arising from normal, off-normal, and accident level conditions exerted on the contained MPC do not exceed the structural design criteria of the MPC.

6. No geometry changes occur under any normal, off-normal, and accident level conditions of storage that may preclude ready retrievability of the contained MPC.

7. A freestanding storage overpack can safely withstand a non-mechanistic tip-over event with a loaded MPC within the overpack. The HI-STORM 100A is specifically engineered to be permanently attached to the ISFSI pad. The ISFSI pad engineered for the anchored cask is designated as "Important to Safety". Therefore, the non-mechanistic tipover is not applicable to the HI-STORM 100A.

8. The inter-cask transfer of a loaded MPC can be carried out without exceeding the structural capacity of the HI-STORM 100 Overpack, provided all required auxiliary equipment and components specific to an ISFSI site comply with their ~~D~~*d*esign ~~C~~*c*riteria set forth in this FSAR and the handling operations are in full compliance with operational limits and controls prescribed in this FSAR.

- The objective of the structural analysis of the HI-TRAC transfer cask is to demonstrate that:

1. Tornado generated missiles do not compromise the integrity of the MPC confinement boundary while the MPC is contained within HI-TRAC.

2. No geometry changes occur under any postulated handling or storage conditions that may preclude ready retrievability of the contained MPC.

3. The structural components perform their intended function during lifting and handling with the loaded MPC.

4. The radiation shielding remains properly positioned under all applicable handling service conditions for HI-TRAC.

5. The lead shielding, top lid, and transfer lid doors remain properly positioned during postulated handling accidents.

The aforementioned objectives are deemed to be satisfied for the MPC, the overpack, and the HI-TRAC, if stresses (or stress intensities, as applicable) calculated by the appropriate structural analyses are less than the allowables defined in Subsection 3.1.2.2, and if the diametral change in the storage overpack (or HI-TRAC), if any, after any event of structural consequence to the overpack (or transfer cask), does not preclude ready retrievability of the contained MPC.

Stresses arise in the components of the HI-STORM 100 System due to various loads that originate under normal, off-normal, or accident conditions. These individual loads are combined to form load combinations. Stresses and stress intensities resulting from the load combinations are compared to their respective allowable stresses and stress intensities. The following subsections present loads, load combinations, and the allowable limits germane to them for use in the structural analyses of the MPC, the overpack, and the HI-TRAC transfer cask.

3.1.2.1 Loads and Load Combinations

The individual loads applicable to the HI-STORM 100 System and the HI-TRAC cask are defined in Section 2.2 of this report (Table 2.2.13). Load combinations are developed by assembling the individual loads that may act concurrently, and possibly, synergistically (Table 2.2.14). In this subsection, the individual loads are further clarified as appropriate and the required load combinations are identified. Table 3.1.1 contains the load combinations for the storage overpack where kinematic stability is of primary importance. The load combinations where stress or load level is of primary importance are set forth in Table 3.1.3 for the MPC fuel basket, in Table 3.1.4 for the MPC confinement boundary, and in Table 3.1.5 for the storage overpack and the HI-TRAC transfer cask. Load combinations are applied to the mathematical models of the MPCs, the overpack, and the HI-TRAC. Results of the analyses carried out under bounding load combinations are compared with their respective allowable stresses (or stress intensities, as applicable). The analysis results from the bounding load combinations are also assessed, where warranted, to ensure satisfaction of the functional performance criteria discussed in the preceding subsection.

3.1.2.1.1 Individual Load Cases

The individual loads that address each design criterion applicable to the structural design of the HI-STORM 100 System are catalogued in Table 2.2.13. Each load is given a symbol for subsequent use in the load combination listed in Table 2.2.14.

Accident condition and natural phenomena-induced events, collectively referred to as the "Level D" condition in Section III of the ASME Boiler & Pressure Vessel Codes, in general, do not have a universally prescribed limit. For example, the impact load from a tornado-borne missile, or the overturning load under flood or tsunami, cannot be prescribed as design basis values with absolute certainty that all ISFSI sites will be covered. Therefore, as applicable, allowable magnitudes of such loadings are postulated for the HI-STORM 100 System. The allowable values are drawn from regulatory and industry documents (such as for tornado missiles and wind) or from an intrinsic limitation in the system (such as the permissible "drop height" under a postulated handling accident). In the following, the essential characteristic of each "Level D" type loading is explained.

3.1.2.1.1.1 Tip-Over

It is required to demonstrate that the free-standing HI-STORM 100 storage overpack, containing a loaded MPC, will not tip over as a result of a postulated natural phenomenon event, including tornado wind, a tornado-generated missile, a seismic or a hydrological event (flood). However, to demonstrate the defense-in-depth features of the design, a non-mechanistic tip-over scenario per NUREG-1536 is analyzed. Since the HI-STORM 100S and the HI-STORM 100S Version B have an overall length that is less than the regular HI-STORM 100, the maximum impact velocity of the overpack will be reduced. Therefore, the results of the tipover analysis for the HI-STORM 100 (reported in Appendix 3.A) are bounding for the HI-STORM 100S and HI-STORM 100S Version B. The potential of the HI-STORM 100 Overpack tipping over during the lowering (or raising) of the loaded MPC into (or out of) it with the HI-TRAC cask mounted on it is ruled out because of the safeguards and devices mandated by this FSAR for such operations (Subsection 2.3.3.1 and Technical Specification 4.9). The physical and procedural barriers under the MPC handling operations have been set down in the FSAR to preclude overturning of the HI-STORM/HI-TRAC assemblage with an extremely high level of certainty. Much of the ancillary equipment needed for the MPC transfer operations must be custom engineered to best accord with the structural and architectural exigencies of the ISFSI site. Therefore, with the exception of the HI-TRAC cask, their design cannot be prescribed, a priori, in this FSAR. However, carefully drafted Design Criteria and conditions of use set forth in this FSAR eliminate the potential of weakening of the safety measures contemplated herein to preclude an overturning event during MPC transfer operations. Subsection 2.3.3.1 contains a comprehensive set of design criteria for the ancillary equipment and components required for MPC transfer operations to ensure that the design objective of precluding a kinematic instability event during MPC transfer operations is met. Further information on the steps taken to preclude system overturning during MPC transfer operations may be found in Chapter 8, Section 8.0.

In the HI-STORM 100A configuration, wherein the overpack is physically anchored to the ISFSI pad, the potential for a tip-over is a’ priori precluded. Therefore, the ISFSI pad need not be engineered to be sufficiently compliant to limit the peak MPC deceleration to Table 2.2.8 values. The stiffness of the pad, however, may be controlled by the ISFSI structural design and, therefore, may result in a reduced “carry height” from that specified for a freestanding cask. If a non-single failure proof lifting device is employed to carry the cask over the pad, determination of maximum carry height must be performed by the ISFSI owner once the ISFSI pad design is formalized.

3.1.2.1.1.2 Handling Accident

A handling accident during transport of a loaded HI-STORM 100 storage overpack is assumed to result in a vertical drop. The HI-STORM 100 storage overpack will not be handled in a horizontal position while containing a loaded MPC. Therefore, a side drop is not considered a credible event.

HI-TRAC can be carried in a horizontal orientation while housing a loaded MPC. Therefore, a handling accident during transport of a loaded HI-TRAC in a horizontal orientation is considered to be a credible accident event.

As discussed in the foregoing, the vertical drop of the HI-TRAC and the tip-over of the assemblage of a loaded HI-TRAC on the top of the HI-STORM 100 storage overpack during MPC transfer operations do not need to be considered.

3.1.2.1.1.3 Flood

The postulated flood event results into two discrete scenarios which must be considered; namely,

1. stability of the HI-STORM 100 System due to flood water velocity, and
2. structural effects of hydrostatic pressure and water velocity induced lateral pressure.

The maximum hydrostatic pressure on the cask in a flood where the water level is conservatively set at 125 feet is calculated as follows:

Using

p = the maximum hydrostatic pressure on the system (psi),
γ = weight density of water = 62.4 lb/ft^3
h = the height of the water level = 125 ft;

The maximum hydrostatic pressure is

$$p = \gamma h = (62.4\ \text{lb/ft}^3)(125\ \text{ft})(1\ \text{ft}^2/144\ \text{in}^2) = 54.2\ \text{psi}$$

The accident condition design external pressure for the MPC (Table 2.2.1) bounds the maximum hydrostatic pressure exerted by the flood.

3.1.2.1.1.4 Explosion

Explosion, by definition, is a transient event. Explosive materials (except for the short duration when a limited quantity of motive fuel for placing the loaded MPC on the ISFSI pad is present in the tow vehicle) are prohibited in the controlled area by specific stipulation in the HI-STORM 100 Technical Specification. However, pressure waves emanating from explosions in areas outside the ISFSI are credible.

Pressure waves from an explosive blast in a property near the ISFSI site result in an impulsive aerodynamic loading on the stored HI-STORM 100 Overpacks. Depending on the rapidity of the pressure build-up, the inside and outside pressures on the HI-STORM METCON™ shell may not equalize, leading to a net lateral loading on the upright overpack as the pressure wave traverses the overpack. The magnitude of the dynamic pressure wave is conservatively set to a value below the magnitude of the pressure differential that would cause a tip-over of the cask if the pulse duration were set at one second. With the maximum design basis pressure pulse established (by setting the design basis pressure differential sufficiently low that cask tip-over is not credible due to the travelling pressure wave), the stress state under this condition requires analysis. The lateral pressure difference, applied over the overpack full height, causes axial and circumferential stresses and

strains to develop. Level D stress limits must not be exceeded under this state of stress. It must also be demonstrated that no permanent ovalization of the cross section occurs that leads to loss of clearance to remove the MPC after the explosion.

Once the pressure wave traverses the cask body, then an elastic stability evaluation is warranted. An all-enveloping pressure from the explosion may threaten safety by buckling the overpack outer shell. In contrast to the overpack, the MPC is a closed pressure vessel. Because of the enveloping overpack around it, the explosive pressure wave would manifest as an external pressure on the external surface of the MPC.

The maximum overpressure on the MPC resulting from an explosion is limited by the HI-STORM Technical Specification to be equal to or less than the accident condition design external pressure or external pressure differential specified in Table 2.2.1. The design external pressure differential is applied as a component of the load combinations.

3.1.2.1.1.5 Tornado

The three components of a tornado load are:

1. pressure changes,
2. wind loads, and
3. tornado-generated missiles.

Wind speeds and tornado-induced pressure drop are specified in Table 2.2.4. Tornado missiles are listed in Table 2.2.5. A central functional objective of a storage overpack is to maintain the integrity of the “confinement boundary”, namely, the multi-purpose canister stored inside it. This operational imperative requires that the mechanical loadings associated with a tornado at the ISFSI do not jeopardize the physical integrity of the loaded MPC. Potential consequences of a tornado on the cask system are:

- Instability (tip-over) due to tornado missile impact plus either steady wind or impulse from the pressure drop (only applicable for free-standing cask).
- Stress in the overpack induced by the lateral force caused by the steady wind or missile impact.
- Loadings applied on the MPC transmitted to the inside of the overpack through its openings or as a secondary effect of loading on the enveloping overpack structure.
- Excessive storage overpack permanent deformation that may prevent ready retrievability of the MPC.
- Excessive storage overpack permanent deformation that may significantly reduce the shielding effectiveness of the storage overpack.

Analyses must be performed to ensure that, due to the tornado-induced loadings:

- The loaded overpack does not become kinematically unstable (only applicable for free-standing cask).

- The overpack does not deform plastically such that the retrievability of the stored MPC is threatened.

- The MPC does not sustain an impact from an incident missile.

- The MPC is not subjected to inertia loads (acceleration or deceleration) in excess of its design basis limit set forth in Chapter 2 herein.

- The overpack does not deform sufficiently due to tornado-borne missiles such that the shielding effectiveness of the overpack is significantly affected.

The results obtained for the HI-STORM 100 bound the corresponding results for the HI-STORM 100S versions because of the reduced height. In the anchored configuration (HI-STORM 100A), the kinematic stability requirement stated above is replaced with the requirement that the stresses in the anchor studs do not exceed level D stress limits for ASME Section III, Class 3, Subsection NF components.

3.1.2.1.1.6 Earthquake

Subsections 2.2.3.7 and 3.4.7 contain the detailed specification of the seismic inputs applied to the HI-STORM 100 System. The design basis earthquake is assumed to be at the top of the ISFSI pad. Potential consequences of a seismic event are sliding/overturning of a free-standing cask, overstress of the sector lugs and anchor studs for the anchored HI-STORM 100A, and lateral force on the overpack causing excessive stress and deformation of the storage overpack.

In the anchored configuration (HI-STORM 100A), a seismic event results in a fluctuation in the state of stress in the anchor bolts and a local bending action on the sector lugs.

Analyses must be performed to ensure that:

- The maximum axial stress in the anchor bolts remains below the Level D stress limits for Section III Class 3 Subsection NF components.

- The maximum primary membrane plus bending stress intensity in the sector lugs during the DBE event satisfies Level D stress limits of the ASME Code, Subsection NF.

- The anchor bolts will not sustain fatigue failure due to pulsation in their axial stress during the DBE event.

- The stress in the weld line joining the sector lugs to the HI-STORM 100 weldment is within Subsection NF limits for Level D condition.

3.1.2.1.1.7 Lightning

The HI-STORM 100 Overpack contains over 25,000 lb of highly conductive carbon steel with over 700 square feet of external surface area. Such a large surface area and metal mass is adequate to dissipate any lightning that may strike the HI-STORM 100 System. There are no combustible materials on the HI-STORM 100 surface. Therefore, lightning will not impair the structural performance of components of the HI-STORM 100 System that are important to safety.

3.1.2.1.1.8 Fire

The potential structural consequences of a fire are: the possibility of an interference developing between the storage overpack and the loaded MPC due to free thermal expansion; and, the degradation of material properties to the extent that their structural performance is affected during a subsequent recovery action. The fire condition is addressed to the extent necessary to demonstrate that these adverse structural consequences do not materialize.

3.1.2.1.1.9 100% Fuel Rod Rupture

The effect on structural performance by 100% fuel rod rupture is felt as an increase in internal pressure. The accident internal pressure limit set in Chapter 2 bounds the pressure from 100% fuel rod rupture. Therefore, no new load condition has been identified.

3.1.2.1.2 Load Combinations

Load combinations are created by summing the effects of several individual loads. The load combinations are selected for the normal, off-normal, and accident conditions. The loadings appropriate for HI-STORM 100 under the various conditions are presented in Table 2.2.14. These loadings are combined into meaningful combinations for the various HI-STORM 100 System components in Tables 3.1.1, and 3.1.3-3.1.5. Table 3.1.1 lists the load combinations that address overpack stability. Tables 3.1.3 through 3.1.5 list the applicable load combinations for the fuel basket, the enclosure vessel, and the overpack and HI-TRAC, respectively.

As discussed in Subsection 2.2.7, the number of discrete load combinations for each situational condition (i.e., normal, off-normal, etc.) is consolidated by defining bounding loads for certain groups of loadings. Thus, the accident condition pressure P_o^* bounds the surface loadings arising from accident and extreme natural phenomenon events, namely, tornado wind W', flood F, and explosion E^*.

As noted previously, certain loads, namely earthquake E, flowing water under flood condition F, force from an explosion pressure pulse F*, and tornado missile M, act to destabilize a cask. Additionally, these loads act on the overpack and produce essentially localized stresses at the HI-

STORM 100 System to ISFSI interface. Table 3.1.1 provides the load combinations that are relevant to the stability analyses of freestanding casks. The site ISFSI DBE zero period acceleration (ZPA) must be bounded by the design basis seismic ZPA defined by the Load Combination C of Table 3.1.1 to demonstrate that the margin against tip-over during a seismic event is maintained.

The major constituents in the HI-STORM 100 System are: (i) the fuel basket, (ii) the enclosure vessel, (iii) the HI-STORM 100 (or HI-STORM 100S versions) Overpack, and (iv) the HI-TRAC transfer cask. The fuel basket and the enclosure vessel (EV) together constitute the multi-purpose canister. The multi-purpose canister (MPC) is common to HI-STORM 100 and HI-STAR 100, and as such, has been extensively analyzed in the storage FSAR and transport SAR (Dockets 72-1008 and 71-9261) for HI-STAR 100. Many of the loadings on the MPC (fuel basket and enclosure vessel) are equal to or bounded by loadings already considered in the HI-STAR 100 SAR documents. Where such analyses have been performed, their location in the HI-STAR 100 SAR documents is indicated in this HI-STORM 100 SAR for continuity in narration. A complete account of analyses and results for all load combinations for all four constituents parts is provided in Section 3.4 as required by Regulatory Guide 3.61.

In the following, the loadings listed as applicable for each situational condition in Table 2.2.14 are addressed in meaningful load combinations for the fuel basket, enclosure vessel, and the overpack. Each component is considered separately.

Fuel Basket

Table 3.1.3 summarizes all loading cases (derived from Table 2.2.14) that are germane to demonstrating compliance of the fuel baskets to Subsection NG when these baskets are housed within HI-STORM 100 or HI-TRAC.

The fuel basket is not a pressure vessel; therefore, the pressure loadings are not meaningful loads for the basket. Further, the basket is structurally decoupled from the enclosure vessel. The gap between the basket and the enclosure vessel is sized to ensure that no constraint of free-end thermal expansion of the basket occurs. The demonstration of the adequacy of the basket-to-~~the-~~enclosure vessel (EV) gap to ensure absence of interference is a physical problem that must be analyzed.

The normal handling loads on the fuel basket in an MPC within the HI-STORM 100 System or the HI-TRAC transfer cask are identical to or bounded by the normal handling loads analyzed in the HI-STAR 100 FSAR Docket Number 72-1008.

Three accident condition scenarios must be considered: (i) drop with the storage overpack axis vertical; (ii) drop with the HI-TRAC axis horizontal; and (iii) storage overpack tipover. The vertical drop scenario is considered in the HI-STAR 100 *F*SAR.

The horizontal drop and tip-over must consider multiple orientation of the fuel basket, as the fuel basket is not radially symmetric. Therefore, two horizontal drop orientations are considered which are referred to as the 0 degree drop and 45 degree drop, respectively. In the 0 degree drop, the basket drops with its panels oriented parallel and normal to the vertical (see Figure 3.1.2). The 45-degree drop implies that the basket's honeycomb section is rotated meridionally by 45 degrees (Figure 3.1.3).

Enclosure Vessel

Table 3.1.4 summarizes all load cases that are applicable to structural analysis of the enclosure vessel to ensure integrity of the confinement boundary.

The enclosure vessel is a pressure vessel consisting of a cylindrical shell, a thick circular baseplate at the bottom, and a thick circular lid at the top. This pressure vessel must be shown to meet the primary stress intensity limits for ASME Section III Class 1 at the design temperature and primary plus secondary stress intensity limits under the combined action of pressure plus thermal loads.

Normal handling of the enclosure vessel is considered in Docket 72-1008; the handling loads are independent of whether the enclosure vessel is within HI-STAR 100, HI-STORM 100, or HI-TRAC.

The off-normal condition handling loads are identical to the normal condition and, therefore, a separate analysis is not required.

Analyses presented in this chapter are intended to demonstrate that the maximum decelerations in drop and tip-over accident events are limited by the bounding values in Table 3.1.2. The vertical drop event is considered in the HI-STAR 100 *F*SAR Docket 72-1008.

The deceleration loadings developed in the enclosure vessel during a horizontal drop event are combined with those due to P_i (internal pressure) acting alone. The accident condition pressure is bounded by P_i^*. The design basis deceleration for the MPC in the HI-STAR 100 System is 60g's, whereas the design basis deceleration for the MPC in the HI-STORM 100 System is 45g's. The design pressures are identical. The fire event (T^* loading) is considered for ensuring absence of interference between the enclosure vessel and the fuel basket and between the enclosure vessel and the overpack.

It is noted that the MPC basket-enclosure vessel thermal expansion and stress analyses are reconsidered in this submittal to reflect the different MPC-to-overpack gaps that exist in the HI-STORM 100 Overpack versus the HI-STAR 100 overpack, coupled with the different design basis decelerations.

Storage Overpack

Table 3.1.5 identifies the load cases to be considered for the overpack. These are in addition to the kinematic criteria listed in Table 3.1.1. Within these load cases and kinematic criteria, the following items must be addressed:

Normal Conditions

- The dead load of the HI-TRAC with the heaviest loaded MPC (dry) on top of the HI-STORM 100 Overpack must be shown to be able to be supported by the metal-concrete (METCON™) structure consisting of the two concentric steel shells and the steel rib plates, and by the concrete columns away from the vent regions.

- The dead load of the HI-STORM 100 Overpack itself must be supportable by the steel structure with no credit for concrete strength other than self-support in compression.

- Normal handling loads must be accommodated without taking any strength credit from the contained concrete other than self-support in compression.

Accident Conditions

- Maximum flood water velocity for the overpack with an empty MPC must be specified to ensure that no sliding or tip-over occurs.

- Tornado missile plus wind on an overpack with an empty MPC must be specified to demonstrate that no cask tip-over occurs.

- Tornado missile penetration analysis must demonstrate that the postulated large and penetrant missiles cannot contact the MPC. The small missile must be shown not to penetrate the MPC pressure vessel boundary, since it can enter the overpack cavity through the vent ducts.

- Under seismic conditions, a fully loaded, free-standing HI-STORM 100 overpack must be demonstrated to not tip over under the maximum ZPA event. The maximum sliding of the overpack must demonstrate that casks will not impact each other.

- Under a non-mechanistic postulated tip-over of a fully loaded, freestanding HI-STORM 100 overpack, the overpack lid must not dislodge.

- Accident condition stress levels must not be exceeded in the steel and compressive stress levels in the concrete must remain within allowable limits.

- Accident condition induced gross general deformations of the storage overpack must be limited to values that do not preclude ready retrievability of the MPC.

As noted earlier, analyses performed using the HI-STORM 100 generally provide results that are identical to or bound results for the shorter HI-STORM 100S versions; therefore, analyses are not repeated specifically for the HI-STORM 100S unless the specific geometry changes significantly influence the safety factors.

HI-TRAC Transfer Cask

Table 3.1.5 identifies load cases applicable to the HI-TRAC transfer cask.

The HI-TRAC transfer cask must provide radiation protection, must act as a handling cask when carrying a loaded MPC, and in the event of a postulated accident must not suffer permanent deformation to the extent that ready retrievability of the MPC is compromised. This submittal includes three types of transfer casks: a 125-ton HI-TRAC (referred to as the HI-TRAC 125), a modified version of the HI-TRAC 125 called the HI-TRAC 125D, and a 100-ton HI-TRAC. The details of these three transfer casks are provided in the design drawings in Section 1.5. The same steel structures (i.e., shell thicknesses, lid thicknesses, etc.) are maintained with the only major differences being in the amount of lead shielding, the water jacket configuration, the bottom flange, and the lower dead weight loading. Therefore, all structural analyses performed for the HI-TRAC 125 are repeated for the HI-TRAC 125D and the HI-TRAC 100 only if it cannot be clearly demonstrated that the HI-TRAC 125 calculation is bounding.

3.1.2.2 Allowables

The important to safety components of the HI-STORM 100 System are listed in Table 2.2.6. Allowable stresses, as appropriate, are tabulated for these components for all service conditions.

In Subsection 2.2.5, the applicable service level from the ASME Code for determination of allowables is listed. Table 2.2.14 provides a tabulation of normal, off-normal, and accident conditions and the service levels defined in the ASME Code, along with the applicable loadings for each service condition.

Allowable stresses and stress intensities are calculated using the data provided in the ASME Code and Tables 2.2.10 through 2.2.12. Tables 3.1.6 through 3.1.16 contain numerical values of the stresses/stress intensities for all MPC, overpack, and HI-TRAC load bearing materials as a function of temperature.

In all tables the terms S, S_m, S_y, and S_u, respectively, denote the design stress, design stress intensity, minimum yield strength, and the ultimate strength. Property values at intermediate temperatures that are not reported in the ASME Code are obtained by linear interpolation. Property values are not extrapolated beyond the limits of the Code in any structural calculation.

Additional terms relevant to the analyses are extracted from the ASME Code (Figure NB-3222-1, for example) as follows:

Symbol	Description	Notes
P_m	Average primary stress across a solid section	Excludes effects of discontinuities and concentrations. Produced by pressure and mechanical loads.
P_L	Average stress across any solid section	Considers effects of discontinuities but not concentrations. Produced by pressure and mechanical loads, including earthquake inertial effects.
P_b	Primary bending stress	Component of primary stress proportional to the distance from the centroid of a solid section. Excludes the effects of discontinuities and concentrations. Produced by pressure and mechanical loads, including earthquake inertial effects.
P_e	Secondary expansion stress	Stresses that result from the constraint of free-end displacement. Considers effects of discontinuities but not local stress concentration. (Not applicable to vessels.)
Q	Secondary membrane plus bending stress	Self-equilibrating stress necessary to satisfy continuity of structure. Occurs at structural discontinuities. Can be caused by pressure, mechanical loads, or differential thermal expansion.
F	Peak stress	Increment added to primary or secondary stress by a concentration (notch), or, certain thermal stresses that may cause fatigue but not distortion. This value is not used in the tables.

It is shown that there is no interference between component parts due to free thermal expansion. Therefore, P_e does not develop within any HI-STORM 100 component.

It is recognized that the planar temperature distribution in the fuel basket and the overpack under the maximum heat load condition is the highest at the cask center and drops monotonically, reaching its lowest value at the outside surface. Strictly speaking, the allowable stresses/stress intensities at any location in the basket, the enclosure vessel, or the overpack should be based on the coincident metal temperature under the specific operating condition. However, in the interest of conservatism, reference temperatures are established for each component, which are upper bounds on the metal temperature for each situational condition. Table 3.1.17 provides the reference temperatures for the fuel basket and the MPC canister utilizing Tables 3.1.6 through 3.1.16, and provides conservative numerical limits for the stresses and stress intensities for all loading cases. Reference temperatures for the MPC baseplate and the MPC lid are 400 degrees F and 550 degrees F, respectively, as specified in Table 2.2.3.

Finally, the lift devices in the HI-STORM 100 Overpack and HI-TRAC casks and the multi-purpose canisters, collectively referred to as "trunnions", are subject to specific limits set forth by NUREG-0612: the primary stresses in a trunnion must be less than the smaller of 1/10 of the material ultimate strength and 1/6 of the material yield strength under a normal handling condition (Load Case 01 in Table 3.1.5). The load combination D+H in Table 3.1.5 is equivalent to 1.15D. This is further explained in Subsection 3.4.3.

The region around the trunnions is part of the NF structure in HI-STORM 100 and HI-TRAC and NB pressure boundary in the MPC, and as such, must satisfy the applicable stress (or stress intensity) limits for the load combination. In addition to meeting the applicable Code limits, it is further required that the primary stress required to maintain equilibrium at the defined trunnion/mother structure interface must not exceed the material yield stress at three times the handling condition load (1.15D). This criterion, mandated by Regulatory Guide 3.61, Section 3.4.3, insures that a large safety factor exists on non-local section yielding at the trunnion/mother structure interface that would lead to unacceptable section displacement and rotation.

3.1.2.3 Brittle Fracture

The MPC canister and basket are constructed from a series of stainless steels termed Alloy X. These stainless steel materials do not undergo a ductile-to-brittle transition in the minimum temperature range of the HI-STORM 100 System. Therefore, brittle fracture is not a concern for the MPC components. Such an assertion can not be made a priori for the HI-STORM storage overpack and HI-TRAC transfer cask that contain ferritic steel parts. In general, the impact testing requirements for the HI-STORM overpack and the HI-TRAC transfer cask are a function of two parameters: the Lowest Service Temperature (LST) and the normal stress level. The significance of these two parameters, as they relate to impact testing of the overpack and the transfer cask, is discussed below.

In normal storage mode, the LST of the HI-STORM storage overpack structural members may reach -40^{o}F in the limiting condition wherein the spent nuclear fuel (SNF) in the contained MPCs emits no (or negligible) heat and the ambient temperature is at -40^{o}F (design minimum per Chapter 2: Principal Design Criteria). During the HI-STORM handling operations, the applicable lowest service temperature is 0^{o}F (which is the threshold ambient temperature below which lifting and handling of the HI-STORM 100 Overpack or the HI-TRAC cask is not permitted by the Technical Specification). Therefore, two distinct LSTs are applicable to load bearing metal parts within the HI-STORM 100 Overpack and the HI-TRAC cask; namely,

LST = 0^{o}F for the HI-STORM overpack during handling operations and for the HI-TRAC transfer cask during all normal operating conditions.

LST = -40^{o}F for the HI-STORM overpack during all non-handling operations (i.e., normal storage mode).

Parts used to lift the overpack or the transfer cask, which include the anchor block in the HI-STORM 100 overpack, and the pocket trunnions, the lifting trunnions and the lifting trunnion block in HI-TRAC, will henceforth be referred to as “significant-to-handling” (STH) parts. The applicable

design code for these elements of the structure is ANSI N14.6. All other parts of the overpack and the transfer cask will be referred to as "NF" components. It is important to ensure that all materials designated as "NF" or "STH" parts possess sufficient fracture toughness to preclude brittle fracture. For the STH parts, the necessary level of protection against brittle fracture is deemed to exist if the NDT (nil ductility transition) temperature of the part is at least 40^o below the LST. Therefore, the required NDT temperature for all STH parts is -40^{o}F.

It is well known that the NDT temperature of steel is a strong function of its composition, manufacturing process (viz., fine grain vs. coarse grain practice), thickness, and heat treatment. For example, according to Burgreen [3.1.3], increasing the carbon content in carbon steels from 0.1% to 0.8% leads to the change in NDT from -50^{o}F to approximately 120^{o}F. Likewise, lowering of the normalizing temperature in the ferritic steels from 1200^{o}C to 900^{o}C lowers the NDT from 10^{o}C to -50^{o}C [3.1.3]. It, therefore, follows that the fracture toughness of steels can be varied significantly within the confines of the ASME Code material specification set forth in Section II of the Code. For example, SA516 Gr. 70 (which is a principal NF material in the HI-STORM 100 Overpack) can have a maximum carbon content of up to 0.3% in plates up to four inches thick. Section II further permits normalizing or quenching followed by tempering to enhance fracture toughness. Manufacturing processes which have a profound effect on fracture toughness, but little effect on tensile or yield strength of the material, are also not specified with the degree of specificity in the ASME Code to guarantee a well defined fracture toughness. In fact, the Code relies on actual coupon testing of the part to ensure the desired level of protection against brittle fracture. For Section III, Subsection NF Class 3 parts, the desired level of protection is considered to exist if the lowest service temperature is equal to or greater than the NDT temperature (per NF 2311(b)(10)). Accordingly, the required NDT temperature for all load bearing metal parts in the HI-STORM 100 Overpack (NF and STH) is -40^{o}F. Likewise, the NDT temperature for all NF parts in HI-TRAC (except for STH parts) is set equal to 0^{o}F.

The STH components (HI-STORM bolt anchor block, HI-TRAC lifting trunnion, HI-TRAC lifting trunnion block, and HI-TRAC pocket trunnion) have thicknesses greater than 2". SA350-LF3 has been selected as the material for these items (except for the lifting trunnions) due to its capability to maintain acceptable fracture toughness at low temperatures (see Table 5 in SA350 of ASME Section IIA). Additionally, material for the HI-TRAC top flange, pool lid (100 ton) and pool lid outer ring (125 ton) has been defined as SA350-LF3, SA350-LF2, or SA203E (see Table A1.15 of ASME Section IIA) in order to achieve low temperature fracture toughness. The HI-TRAC lifting trunnion is fabricated from SB-637 Grade N07718, a high strength nickel alloy material. This material has a high resistance to fracture at low temperatures. All other steel structural materials in the HI-STORM 100 overpack and HI-TRAC cask are made of SA516 Gr. 70 or SA515 Gr. 70 (with some components having an option for SA203E or SA350-LF3 depending on material availability).

The SA516 Gr. 70 material used to fabricate the overpack and the transfer cask is exempt from impact testing per NF-2311(b). The specific reasons are:

1. The LST for handling operations is above the Minimum Design Temperature of SA516 Gr. 70 (for thickness less than 2-1/2") per Figure NF-2311(b)-1, and;

2. During non-handling operations (i.e., normal storage mode), the maximum tensile stress in the HI-STORM overpack is less than the threshold limit of 6,000 psi specified in NF-2311(b)(7).

Table 3.1.18 provides a summary of impact testing requirements to satisfy the requirements for prevention of brittle fracture.

3.1.2.4 Fatigue

In storage, the HI-STORM 100 System is not subject to significant cyclic loads. Failure due to fatigue is not a concern for the HI-STORM 100 System.

In an anchored installation, however, the anchor studs sustain a pulsation in the axial load during the seismic event. The amplitude of axial stress variation under the DBE event is computed in this chapter and a significant margin of safety against fatigue failure during the DBE event is demonstrated.

The system is subject to cyclic temperature fluctuations. These fluctuations result in small changes of thermal expansions and pressures in the MPC. The loads resulting from these changes are small and do not significantly contribute to the "usage factor" of the cask.

Inspection of the HI-TRAC trunnions specified in Chapter 9 will preclude use of a trunnion that exhibits visual damage.

3.1.2.5 Buckling

Certain load combinations subject structural sections with relatively large slenderness ratios (such as the enclosure vessel shell) to compressive stresses that may actuate buckling instability before the allowable stress is reached. Tables 3.1.4 and 3.1.5 list load combinations for the enclosure vessel and the HI-STORM 100/HI-TRAC structures; the cases which warrant stability (buckling) check are listed therein (note that a potential buckling load has already been identified as a consequence of a postulated explosion).

TABLE 3.1.1

LOAD COMBINATIONS SIGNIFICANT TO HI-STORM 100 OVERPACK KINEMATIC STABILITY ANALYSIS

Loading Case	Combinations†	Comment	Analysis of this Load Case Presented in:
A	D + F	This case establishes flood water flow velocity with a minimum safety factor of 1.1 against overturning and sliding.	Subsection 3.4.6
B	D + M + W'	Demonstrate that the HI-STORM 100 Overpack with minimum SNF stored (minimum D) will not tip over.	Subsection 3.4.8
C	D + E	Establish the value of ZPA†† that will not cause the overpack to tip over.	Subsection 3.4.7

† Loading symbols are defined in Table 2.2.13

†† ZPA is zero period acceleration

TABLE 3.1.2

DESIGN BASIS DECELERATIONS FOR THE DROP EVENTS

Case	**Value**[†] **(in multiples of acceleration due to gravity)**
Vertical axis drop (HI-STORM 100 Overpack only)	45
Horizontal axis (side) drop (HI-TRAC only)	45

[†] The design basis value is set from the requirements of the HI-STORM 100 System, as its components are operated as a storage system. The MPC is designed to higher loadings (60g's vertical and horizontal) when in a HI-STAR 100 overpack. Analysis of the MPC in a HI-STAR 100 overpack under a 60g loading is provided in HI-STAR 100 Docket Numbers 71-9261 and 72-1008.

TABLE 3.1.3

LOADING CASES FOR THE FUEL BASKET

Load Case I.D.	**Loading†**	**Notes**	**Location Where this Case is Evaluated**
F1	T, T'	Demonstrate that the most adverse of the temperature distributions in the basket will not cause fuel basket to expand and contact the enclosure vessel wall. Compute the secondary stress intensity and show that it is small.	Subsection 3.4.4.2
F2 (Note 1)	D + H	Conservatively add the stresses in the basket due to vertical and horizontal orientation handling to form a bounding stress intensity.	Table 3.4.9 of HI-STAR FSAR (Docket 72-1008)
F3			
F3.a (Note 2)	D + H'	Vertical axis drop event	HI-STAR FSAR, Subsection 3.4.4.3.1.*3*~~6~~
F3.b (Note 3)	D + H'	Side Drop, 0 degree orientation (Figure 3.1.2)	Table 3.4.6
F3.c (Note 3)	D + H'	Side Drop, 45 degree orientation (Figure 3.1.3)	Table 3.4.6

Notes:

1. Load Case F2 for the HI-STORM 100 System is identical to Load Case F2 for the HI-STAR 100 System in Docket Number 72-1008, Table 3.1.3.

2. Load Case F3.a is bounded by the 60g deceleration analysis performed for the HI-STAR 100 System in Docket Number 72-1008, Subsection 3.4.4.3.1.*3*~~6~~. The HI-STORM 100 vertical deceleration loading is limited to 45g.

3. Load Cases F3.b and F3.c are analyzed here for a 45g deceleration, while the MPC is housed within a HI-STORM 100 Overpack or a HI-TRAC transfer cask. The initial clearance at the interface between the MPC shell and the HI-STORM 100 Overpack or HI-TRAC transfer cask is greater than or equal to the initial clearance between the MPC shell and the HI-STAR 100 overpack. This difference in clearance directly affects the stress field. The side drop analysis for the MPC in the HI-STAR 100 overpack under 60g's bounds the corresponding analysis of the MPC in HI-TRAC for 45 g's.

† The symbols used for the loadings are defined in Table 2.2.13.

TABLE 3.1.4

LOADING CASES FOR THE ENCLOSURE VESSEL (CONFINEMENT BOUNDARY)

Load Case I.D.	**Load Combination**†	**Notes**	**Comments and Location Where this Case is Analyzed**
E1 (Note 1) E1.a	Design internal pressure, P_I	Primary stress intensity limits in the shell, baseplate, and closure ring	E1.a Lid Docket 72-1008 3.E.8.1.1 Baseplate Docket 72-1008 3.I.8.1 Shell 3.4.4.3.1.2 Supports N/A
E1.b	Design external pressure, P_o	Primary stress intensity limits, buckling stability	E1.b Lid P_i bounds Baseplate P_i bounds Shell Docket 72-1008 Buckling methodology in 3.H Supports N/A
E1.c	Design internal pressure, P_i, Plus Temperature, T	Primary plus secondary stress intensity under Level A condition	E1.c Lid, Baseplate, and Shell Section 3.4.4.3.1.2
E2	D + H + (P_i,P_o)††	Vertical lift, internal operating pressure conservatively assumed to be equal to the normal design pressure. Principal area of concern is the lid assembly.	Lid Docket 72-1008 3.E.8.1.2 Baseplate *3.4.3.6*~~Docket 72-1008 3.I.8.2~~ Shell Docket 72-1008 Table 3.4.9 (stress) Docket 72-1008 Buckling methodology in 3.H Supports Docket 72-1008 Table 3.4.9

† The symbols used for the loadings are defined in Table 2.2.13.

†† The notation (P_i, P_o) means that both cases are checked with either P_o or P_i applied.

TABLE 3.1.4 (CONTINUED)

LOADING CASES FOR THE ENCLOSURE VESSEL (CONFINEMENT BOUNDARY)

Load Case I.D.	Load Combination†	Notes	Comments and Location Where this Case is Analyzed
E3 E3.a (Note 2)	D + H' + (P_o, P_i)	Vertical axis drop event	E3.a Lid: Docket 72-1008 3.E.8.2.1-2 Baseplate: Docket 72-1008 3.I.8.3 Shell: Docket 72-1008 Buckling methodology in 3.H Supports: N/A
E3.b (Note 3)	D + H' + (P_i, P_o)	Side drop, 0 degree orientation (Figure 3.1.2)	E3.b Lid: End drop bounds Baseplate: End drop bounds Shell: Table 3.4.6 Supports: Table 3.4.6
E3.c (Note 3)	D + H' + (P_i, P_o)	Side drop, 45 degree orientation (Figure 3.1.3)	E3.c Lid: End drop bounds Baseplate: End drop bounds Shell: Table 3.4.6 Supports: Table 3.4.6
E4	T	Demonstrate that interference with the overpack will not develop for T.	Section 3.4.4.2

† The symbols used for the loadings are defined in Table 2.2.13.

TABLE 3.1.4 (CONTINUED)

LOADING CASES FOR THE ENCLOSURE VESSEL (CONFINEMENT BOUNDARY)

Load Case I.D.	Load Combination†	Notes	Comments and Location Where this Case is Analyzed	
E5 (Note 1)	P_i^* or P_o^* + D + T^*	Demonstrate compliance with level D stress limits – buckling stability.	Lid	Docket 72-1008 3.E.8.2.1.3
			Baseplate	*3.4.4.3.1.4*~~Docket 72-1008 3.I.8.4~~
			Shell	Docket 72-1008 Buckling methodology in 3.H Docket 72-1008 3.4.4.3.1.5 (thermal stress)
			Supports	N/A

Notes:

1. Load Cases E1.a~~,~~ *and* E1.b~~, E2, and E5~~ are identical to the load cases presented in Docket Number 72-1008, Table 3.1.4. Design pressures and MPC weights are identical.

2. Load Case E3.a is bounded by the 60g deceleration analysis performed for the HI-STAR 100 System in Docket Number 72-1008. The HI-STORM 100 vertical deceleration loading is limited to 45g.

3. Load Cases E3.b and E3.c are analyzed in this HI-STORM 100 SAR for a 45g deceleration, while the MPC is housed within the HI-STORM 100 storage overpack. The interface between the MPC shell and storage overpack is not identical to the MPC shell and HI-STAR 100 overpack. The analysis for an MPC housed in HI-TRAC is not performed since results are bounded by those reported in the HI-STAR 100 TSAR for a 60g deceleration.

† The symbols used for the loadings are defined in Table 2.2.13.

TABLE 3.1.5

LOAD CASES FOR THE HI-STORM 100 OVERPACK/HI-TRAC TRANSFER CASK

Load Case I.D.	Loading†	Notes	Location in FSAR	
01	D + H + T + (P_o,P_i)	Vertical load handling of HI-STORM 100 Overpack/HI-TRAC.	Overpack	3.4.3.5
			HI-TRAC	
			Shell	3.4.3.3, 3.4.3.4
			Pool lid	3.4.3.8
			Transfer lid	3.4.3.9
02				
02.a	D + H' + (P_o,P_i)	Storage Overpack: End drop; primary stress intensities must meet level D stress limits.	Overpack	3.4.4.3.2.3
02.b	D + H' + (P_o,P_i)	HI-TRAC: Horizontal (side) drop; meet level D stress limits for NF Class 3 components away from the impacted zone; show lids stay in-place. Show primary and secondary impact decelerations are within design basis. (This case is only applicable to HI-TRAC.)	HI-TRAC	
			Shell	3.4.9.1
			Transfer Lid	3.4.4.3.3.3
			Slapdown	3.4.9.2
02.c	D + H'	Storage Overpack: Tip-over; any permanent deformations must not preclude ready retrieval of the MPC.	Overpack	3.4.10, 3.A

† The symbols used for the loadings are defined in Table 2.2.13

TABLE 3.1.5 (CONTINUED)

LOAD CASES FOR THE HI-STORM 100 OVERPACK/HI-TRAC TRANSFER CASK

Load Case I.D.	Loading†	Notes	Location in FSAR
03	D (water jacket)	Satisfy primary membrane plus bending stress limits for water jacket (This case is only applicable to HI-TRAC).	3.4.4.3.3.4
04	M (penetrant missiles)	Demonstrate that no thru-wall breach of the HI-STORM overpack or HI-TRAC transfer cask occurs, and the primary stress levels are not exceeded. Small and intermediate missiles are examined for HI-STORM and HI-TRAC. Large missile penetration is also examined for HI-TRAC.	Overpack 3.4.8.1 HI-TRAC 3.4.8.2.1, 3.4.8.2.2
05	P_o	Explosion: must not produce buckling or exceed primary stress levels in the overpack structure.	3.4.4.5.2, 3.4.7.2

Notes:

1. Under each of these load cases, different regions of the structure are analyzed to demonstrate compliance.

† The symbols used for the loadings are defined in Table 2.2.13

TABLE 3.1.6

DESIGN, LEVELS A AND B: STRESS INTENSITY

Code: ASME NB
Material: SA203-E
Service Conditions: Design, Levels A and B
Item: Stress Intensity

Temp. (Deg. F)	Classification and Value (ksi)					
	S_m	P_m †	P_L †	$P_L + P_b$ †	$P_L + P_b + Q$ ††	P_e ††
-20 to 100	23.3	23.3	35.0	35.0	69.9	69.9
200	23.3	23.3	35.0	35.0	69.9	69.9
300	23.3	23.3	35.0	35.0	69.9	69.9
400	22.9	22.9	34.4	34.4	68.7	68.7
500	21.6	21.6	32.4	32.4	64.8	64.8

Definitions:

S_m = Stress intensity values per ASME Code
P_m = Primary membrane stress intensity
P_L = Local membrane stress intensity
P_b = Primary bending stress intensity
P_e = Expansion stress
Q = Secondary stress
$P_L + P_b$ = Either primary or local membrane plus primary bending

Definitions for Table 3.1.6 apply to all following tables unless modified.

Notes:

1. Limits on values are presented in Table 2.2.10.

† Evaluation required for Design condition only.
†† Evaluation required for Levels A and B only. P_e not applicable to vessels.

TABLE 3.1.7

LEVEL D: STRESS INTENSITY

Code: ASME NB
Material: SA203-E
Service Condition: Level D
Item: Stress Intensity

Temp. (Deg. F)	**Classification and Value (ksi)**		
	P_m	**P_L**	**$P_L + P_b$**
-20 to 100	49.0	70.0	70.0
200	49.0	70.0	70.0
300	49.0	70.0	70.0
400	48.2	68.8	68.8
500	45.4	64.9	64.9

Notes:

1. Level D allowables per NB-3225 and Appendix F, Paragraph F-1331.
2. Average primary shear stress across a section loaded in pure shear may not exceed 0.42 S_u.
3. Limits on values are presented in Table 2.2.10.
4. P_m, P_L, and P_b are defined in Table 3.1.6.

TABLE 3.1.8

DESIGN, LEVELS A AND B: STRESS INTENSITY

Code: ASME NB
Material: SA350-LF3
Service Conditions: Design, Levels A and B
Item: Stress Intensity

Temp. (Deg. F)	**Classification and Value (ksi)**					
	S_m	P_m †	P_L †	$P_L + P_b$ †	$P_L + P_b + Q$ ††	P_e ††
-20 to 100	23.3	23.3	35.0	35.0	69.9	69.9
200	22.8	22.8	34.2	34.2	68.4	68.4
300	22.2	22.2	33.3	33.3	66.6	66.6
400	21.5	21.5	32.3	32.3	64.5	64.5
500	20.2	20.2	30.3	30.3	60.6	60.6
600	18.5	18.5	27.75	27.75	55.5	55.5
700	16.8	16.8	25.2	25.2	50.4	50.4

Notes:

1. Source for S_m is ASME Code
2. Limits on values are presented in Table 2.2.10.
3. S_m, P_m, P_L, P_b, Q, and P_e are defined in Table 3.1.6.

† Evaluation required for Design condition only.

†† Evaluation required for Levels A and B conditions only. P_e not applicable to vessels.

TABLE 3.1.9

LEVEL D, STRESS INTENSITY

Code:	**ASME NB**
Material:	**SA350-LF3**
Service Conditions:	**Level D**
Item:	**Stress Intensity**

Temp. (Deg. F)	**Classification and Value (ksi)**		
	P_m	**P_L**	**$P_L + P_b$**
-20 to 100	49.0	70.0	70.0
200	48.0	68.5	68.5
300	46.7	66.7	66.7
400	45.2	64.6	64.6
500	42.5	60.7	60.7
600	38.9	58.4	58.4
700	35.3	53.1	53.1

Notes:

1. Level D allowables per NB-3225 and Appendix F, Paragraph F-1331.
2. Average primary shear stress across a section loaded in pure shear may not exceed 0.42 S_u.
3. Limits on values are presented in Table 2.2.10.
4. P_m, P_L, and P_b are defined in Table 3.1.6.

TABLE 3.1.10

DESIGN AND LEVEL A: STRESS

Code: ASME NF
Material: SA516, Grade 70, SA350-LF3, SA203-E
Service Conditions: Design and Level A
Item: Stress

Temp. (Deg. F)	Classification and Value (ksi)		
	S	Membrane Stress	Membrane plus Bending Stress
-20 to 650	17.5	17.5	26.3
700	16.6	16.6	24.9

Notes:

1. S = Maximum allowable stress values from Table 1A of ASME Code, Section II, Part D.
2. Stress classification per Paragraph NF-3260.
3. Limits on values are presented in Table 2.2.12.

TABLE 3.1.11

LEVEL B: STRESS

Code:	**ASME NF**
Material:	**SA516, Grade 70, SA350-LF3, and SA203-E**
Service Conditions:	**Level B**
Item:	**Stress**

Temp. (Deg. F)	**Classification and Value (ksi)**	
	Membrane Stress	**Membrane plus Bending Stress**
-20 to 650	23.3	34.9
700	22.1	33.1

Notes:

1. Limits on values are presented in Table 2.2.12 with allowables from Table 3.1.10.

TABLE 3.1.12

LEVEL D: STRESS INTENSITY

Code: ASME NF
Material: SA516, Grade 70
Service Conditions: Level D
Item: Stress Intensity

Temp. (Deg. F)	Classification and Value (ksi)		
	S_m	P_m	$P_m + P_b$
-20 to 100	23.3	45.6	68.4
200	23.1	41.5	62.3
300	22.5	40.4	60.6
400	21.7	39.1	58.7
500	20.5	36.8	55.3
600	18.7	33.7	50.6
650	18.4	33.1	49.7
700	18.3	32.9	49.3

Notes:

1. Level D allowable stress intensities per Appendix F, Paragraph F-1332.
2. S_m = Stress intensity values per Table 2A of ASME, Section II, Part D.
3. Limits on values are presented in Table 2.2.12.
4. P_m and P_b are defined in Table 3.1.6.

TABLE 3.1.13

DESIGN, LEVELS A AND B: STRESS INTENSITY

Code: ASME NB
Material: Alloy X
Service Conditions: Design, Levels A and B
Item: Stress Intensity

Temp. (Deg. F)	Classification and Numerical Value					
	S_m	P_m †	P_L †	$P_L + P_b$ †	$P_L + P_b + Q$ ††	P_e ††
-20 to 100	20.0	20.0	30.0	30.0	60.0	60.0
200	20.0	20.0	30.0	30.0	60.0	60.0
300	20.0	20.0	30.0	30.0	60.0	60.0
400	18.7	18.7	28.1	28.1	56.1	56.1
500	17.5	17.5	26.3	26.3	52.5	52.5
600	16.4	16.4	24.6	24.6	49.2	49.2
650	16.0	16.0	24.0	24.0	48.0	48.0
700	15.6	15.6	23.4	23.4	46.8	46.8
750	15.2	15.2	22.8	22.8	45.6	45.6
800	14.9	14.9	22.4	22.4	44.7	44.7

Notes:

1. S_m = Stress intensity values per Table 2A of ASME II, Part D.
2. Alloy X S_m values are the lowest values for each of the candidate materials at temperature.
3. Stress classification per NB-3220.
4. Limits on values are presented in Table 2.2.10.
5. P_m, P_L, P_b, Q, and P_e are defined in Table 3.1.6.

† Evaluation required for Design condition only.

†† Evaluation required for Levels A, B conditions only. P_e not applicable to vessels.

TABLE 3.1.14

LEVEL D: STRESS INTENSITY

Code:	**ASME NB**
Material:	**Alloy X**
Service Conditions:	**Level D**
Item:	**Stress Intensity**

Temp. (Deg. F)	Classification and Value (ksi)		
	P_m	P_L	$P_L + P_b$
-20 to 100	48.0	72.0	72.0
200	48.0	72.0	72.0
300	46.2	69.3	69.3
400	44.9	67.4	67.4
500	42.0	63.0	63.0
600	39.4	59.1	59.1
650	38.4	57.6	57.6
700	37.4	56.1	56.1
750	36.5	54.8	54.8
800	35.8	53.7	53.7

Notes:

1. Level D stress intensities per ASME NB-3225 and Appendix F, Paragraph F-1331.
2. The average primary shear strength across a section loaded in pure shear may not exceed 0.42 S_u.
3. Limits on values are presented in Table 2.2.10.
4. P_m, P_L, and P_b are defined in Table 3.1.6.

TABLE 3.1.15

DESIGN, LEVELS A AND B: STRESS INTENSITY

Code:	**ASME NG**
Material:	**Alloy X**
Service Conditions:	**Design, Levels A and B**
Item:	**Stress Intensity**

Temp. (Deg. F)	Classification and Value (ksi)				
	S_m	P_m	P_m+P_b	P_m+P_b +Q	P_e
-20 to 100	20.0	20.0	30.0	60.0	60.0
200	20.0	20.0	30.0	60.0	60.0
300	20.0	20.0	30.0	60.0	60.0
400	18.7	18.7	28.1	56.1	56.1
500	17.5	17.5	26.3	52.5	52.5
600	16.4	16.4	24.6	49.2	49.2
650	16.0	16.0	24.0	48.0	48.0
700	15.6	15.6	23.4	46.8	46.8
750	15.2	15.2	22.8	45.6	45.6
800	14.9	14.9	22.4	44.7	44.7

Notes:

1. S_m = Stress intensity values per Table 2A of ASME, Section II, Part D.
2. Alloy X S_m values are the lowest values for each of the candidate materials at temperature.
3. Classifications per NG-3220.
4. Limits on values are presented in Table 2.2.11.
5. P_m, P_b, Q, and P_e are defined in Table 3.1.6.

TABLE 3.1.16

LEVEL D: STRESS INTENSITY

Code:	**ASME NG**
Material:	**Alloy X**
Service Conditions:	**Level D**
Item:	**Stress Intensity**

Temp. (Deg. F)	**Classification and Value (ksi)**		
	P_m	**P_L**	**$P_L + P_b$**
-20 to 100	48.0	72.0	72.0
200	48.0	72.0	72.0
300	46.2	69.3	69.3
400	44.9	67.4	67.4
500	42.0	63.0	63.0
600	39.4	59.1	59.1
650	38.4	57.6	57.6
700	37.4	56.1	56.1
750	36.5	54.8	54.8
800	35.8	53.7	53.7

Notes:

1. Level D stress intensities per ASME NG-3225 and Appendix F, Paragraph F-1331.
2. The average primary shear strength across a section loaded in pure shear may not exceed 0.42 S_u.
3. Limits on values are presented in Table 2.2.11.
4. P_m, P_L, and P_b are defined in Table 3.1.6.

TABLE 3.1.17

REFERENCE TEMPERATURES AND STRESS LIMITS FOR THE VARIOUS LOAD CASES

Load Case I.D.	Material	Reference Temperature†, ° F	Stress Intensity Allowables, ksi		
			P_m	$P_L + P_b$	$P_L + P_b + Q$
F1	Alloy X	725	15.4	23.1	46.2
F2	Alloy X	725	15.4	23.1	46.2
F3	Alloy X	725	36.9	55.4	NL
E1	Alloy X	500	17.5	26.3	52.5
E2	Alloy X	500	17.5	26.3	52.5
E3	Alloy X	500	42.0	63.0	NL††
E4	Alloy X	500	17.5	26.3	52.5
E5	Alloy X	775	36.15	54.25	NL

Notes:

1. Q, P_m, $P_{L,}$ and P_b are defined in Table 3.1.6.
2. Reference temperatures for Load Cases E1-E4 are for MPC shell; for MPC lid and MPC baseplate, reference temperatures are 550 deg. F and 400 deg. F, respectively (per Table 2.2.3) and stress intensity allowables should be adjusted accordingly.

† Values for reference temperatures are taken as the design temperatures (Table 2.2.3)

†† NL: No specified limit in the Code

TABLE 3.1.17 (CONTINUED)

REFERENCE TEMPERATURES AND STRESS LIMITS FOR THE VARIOUS LOAD CASES

Load Case I.D.	Material	Reference Temperature,†,†† °F	Stress Intensity Allowables, ksi		
			P_m	$P_L + P_b$	$P_L + P_b + Q$
O1	SA203-E	400	17.5	26.3	NL†††
	SA350-LF3	400	17.5	26.3	NL
	SA516 Gr. 70 SA515 Gr. 70	400	17.5	26.3	NL
O2	SA203-E	400	41.2	61.7	NL
	SA350-LF3	400	38.6	58.0	NL
	SA516 Gr. 70 SA515 Gr. 70	400	39.1	58.7	NL
O3	SA203-E	400	17.5	26.3	NL
	SA350-LF3	400	17.5	26.3	NL
	SA516 Gr. 70 SA515 Gr. 70	400	17.5	26.3	NL
O4	SA203-E	400	41.2	61.7	NL
	SA350-LF3	400	38.6	58.0	NL
	SA516 Gr. 70 SA515 Gr. 70	400	39.1	58.7	NL

Note:

1. P_m, P_L, P_b, and Q are defined in Table 3.1.6.
2. Load Cases 01 and 03 are for Normal Conditions; therefore the values listed refer to allowable stress, not allowable stress intensity

† Values for reference temperatures are taken as the design temperatures (Table 2.2.3).

†† For storage fire analysis, temperatures are defined by thermal solution

††† NL: No specified limit in the Code

TABLE 3.1.18[†]

FRACTURE TOUGHNESS TEST REQUIREMENTS

Material	Test Requirement	Test Temperature	Acceptance Criterion
Bolting (SA193 B7)	Not required (per NF-2311(b)(13) and Note (e) to Figure NF-2311(b)-1)	-	-
Ferritic steel with nominal section thickness of 5/8" or less	Not required per NF-2311(b)(1)	-	-
Normalized SA516 Gr. 70 (thickness greater than 5/8", but less than or equal to 2-1/2")	Not required per NF-2311(b)(7), NF-2311(b)(13), and curve D in Figure NF-2311(b)-1	-	-
SA203, SA515 Gr. 70, SA350-LF2, SA350-LF3 (thickness greater than 5/8")	Per NF-2331	See Note 1. (Also must meet ASME Section IIA requirements)	Table NF-2331(a)-3 or Figure NF-2331(a)-2 (Also must meet ASME Section IIA requirements)
Weld material	Test per NF-2430 if: 1) either of the base materials of the production weld requires impact testing, or; 2) either of the base materials is SA516 Gr. 70 with nominal section thickness greater than 5/8".	See Note 1	Per NF-2330

Note:

1. Required NDT temperature = -40 deg. F for all materials in the HI-STORM 100 Overpack, -40 deg. F for HI-TRAC "STH" materials, and 0 deg. F for HI-TRAC "NF" materials.

TABLE 3.1.19

DESIGN AND LEVEL A: STRESS

Code: ASME NF
Material: SA36
Service Conditions: Design and Level A
Item: Stress

Temp. (Deg. F)	Classification and Value (ksi)		
	S	Membrane Stress	Membrane plus Bending Stress
-20 to 650	14.5	14.5	21.8
700	13.9	13.9	20.9

Notes:

1. S = Maximum allowable stress values from Table 1A of ASME Code, Section II, Part D.
2. Stress classification per Paragraph NF-3260.
3. Limits on values are presented in Table 2.2.12.

TABLE 3.1.20

LEVEL B: STRESS

Code: **ASME NF**
Material: **SA36**
Service Conditions: **Level B**
Item: **Stress**

Temp. (Deg. F)	**Classification and Value (ksi)**	
	Membrane Stress	**Membrane plus Bending Stress**
-20 to 650	19.3	28.9
700	18.5	27.7

Notes:

1. Limits on values are presented in Table 2.2.12 with allowables from Table 3.1.19.

TABLE 3.1.21

LEVEL D: STRESS INTENSITY

Code: ASME NF
Material: SA36
Service Conditions: Level D
Item: Stress Intensity

Temp. (Deg. F)	Classification and Value (ksi)		
	S_m	P_m	$P_m + P_b$
-20 to 100	19.3	43.2	64.8
200	19.3	37.0	55.5
300	19.3	36.0	54.0
400	19.3	34.7	52.1
500	19.3	32.8	49.2
600	17.7	30.0	45.0
650	17.4	29.5	44.3
700	17.3	29.2	43.8

Notes:

1. Level D allowable stress intensities per Appendix F, Paragraph F-1332.
2. S_m = Stress intensity values per Table 2A of ASME, Section II, Part D.
3. Limits on values are presented in Table 2.2.12.
4. P_m and P_b are defined in Table 3.1.6.

3.2 WEIGHTS AND CENTERS OF GRAVITY

Tables 3.2.1 and 3.2.2 provide the calculated weights of the individual HI-STORM 100 components as well as the total system weights. The actual weights will vary within a narrow range of the calculated values due to the tolerances in metal manufacturing and fabrication permitted by the ASME Codes. Contained water mass during fuel loading is not included in this table.

The locations of the calculated centers of gravity (CGs) are presented in Table 3.2.3. All centers of gravity are located on the cask centerline since the non-axisymmetric effects of the cask system plus contents are negligible.

Table 3.2.4 provides the lift weight when the HI-TRAC transfer cask with the heaviest fully loaded MPC is being lifted from the fuel pool. The effect of buoyancy is neglected, and the weight of rigging is set at a conservative value.

In all weight tables, bounding values are also listed where necessary for use in structural calculations where their use will provide a conservative result.

TABLE 3.2.1
HI-STORM OVERPACK WEIGHT DATA

Item	Bounding Weight (lb)
MPC-24	
• Without SNF	42,000
• Fully loaded with SNF and Fuel Spacers	90,000†††
MPC-32	
• Without SNF	36,000
• Fully loaded with SNF and Fuel Spacers	90,000†††
MPC-68/68F/68FF	
• Without SNF	39,000
• Fully loaded with SNF and Fuel Spacers	90,000†††
MPC-24E/EF	
• Without SNF	45,000
• Fully loaded with SNF and Fuel Spacers	90,000†††
HI-STORM 100 Overpack†	
• Overpack top lid	23,000
• Overpack w/ lid (empty)	270,000
• Overpack w/ fully loaded MPC-24	360,000
• Overpack w/ fully loaded MPC-32	360,000
• Overpack w/ fully loaded MPC-68/68F/68FF	360,000
• Overpack w/ fully loaded MPC-24E/EF	360,000
HI-STORM 100S(232) Overpack†	
• Overpack top lid	25,500††
• Overpack w/ lid (empty)	270,000
• Overpack w/ fully loaded MPC-24	360,000
• Overpack w/ fully loaded MPC-32	360,000
• Overpack w/ fully loaded MPC-68/68F/68FF	360,000
• Overpack w/ fully loaded MPC-24E/EF	360,000

TABLE 3.2.1 (CONTINUED)
HI-STORM OVERPACK WEIGHT DATA

Item	Bounding Weight (lb)
HI-STORM 100S(243) Overpack†	
• Overpack top lid	25,500††
• Overpack w/ lid (empty)	270,000
• Overpack w/ fully loaded MPC-24	360,000
• Overpack w/ fully loaded MPC-32	360,000
• Overpack w/ fully loaded MPC-68/68F/68FF	360,000
• Overpack w/ fully loaded MPC-24E/EF	360,000
HI-STORM 100A Overpack†	Same as above
HI-STORM 100S Version B(218) Overpack (values in parentheses use high density concrete in overpack body)	
• Overpack top lid	29,000
• Overpack w/ lid (empty)	270,000 (305,000)
• Overpack w/ fully loaded MPC-24	360,000 (395,000)
• Overpack w/ fully loaded MPC-32	360,000 (395,000)
• Overpack w/ fully loaded MPC-68/68F/68FF	360,000 (395,000)
• Overpack w/ fully loaded MPC-24E/EF	360,000 (395,000)
HI-STORM 100S Version B(229) Overpack (values in parentheses use high density concrete in overpack body)	
• Overpack top lid	29,000
• Overpack w/ lid (empty)	270,000 (320,000)
• Overpack w/ fully loaded MPC-24	360,000 (410,000)
• Overpack w/ fully loaded MPC-32	360,000 (410,000)
• Overpack w/ fully loaded MPC-68/68F/68FF	360,000 (410,000)
• Overpack w/ fully loaded MPC-24E/EF	360,000 (410,000)

† The bounding weights for the HI-STORM 100S(232) and 100S(243) overpacks listed in the above table are based on a maximum concrete (dry) density of 160.8 pcf. For improved shielding effectiveness, higher density concrete (up to 200 pcf dry) can be poured in the radial cavity of each of the HI-STORM 100S overpacks. At 200 pcf, the bounding weights of an empty overpack and a fully loaded overpack increase to 320,000 lb and 410,000 lb, respectively. Higher density concrete cannot be used in the HI-STORM 100 or 100A overpacks.

†† ~~Value is b~~Based on a maximum concrete (dry) density of 155 pcf. For improved shielding effectiveness, higher density concrete (up to 200 pcf dry) can be poured in the HI-STORM 100S lids. At 200 pcf, the bounding weight of the lid increases to 28,000 lb.

††† Based on the following maximum fuel assembly weights (as applicable):
1,680 lb per assembly (including non-fuel hardware) for PWR fuel that requires fuel spacers
1,720 lb per assembly (including non-fuel hardware) for PWR fuel that does not require fuel spacers
730 lb per assembly (including channels and DFCs) for BWR fuel

TABLE 3.2.2
HI-TRAC 125 TRANSFER CASK WEIGHT DATA

Item	Bounding Weight (lb)
Top Lid	2,750
Pool Lid	12,500
Transfer Lid	24,500
HI-TRAC 125 w/ Top Lid and Pool Lid (water jacket filled)	143,500
HI-TRAC 125 w/ Top Lid and Transfer Lid (water jacket filled)	155,000
HI-TRAC 125 w/ Top Lid, Pool Lid, and fully loaded MPC-24 (water jacket filled)	226,000
HI-TRAC 125 w/ Top Lid, Pool Lid, and fully loaded MPC-32 (water jacket filled)	233,500
HI-TRAC 125 w/ Top Lid, Pool Lid, and fully loaded MPC-68/68F/68FF(water jacket filled)	231,000
HI-TRAC 125 w/ Top Lid, Pool Lid, and fully loaded MPC-24E/EF (water jacket filled)	229,000
HI-TRAC 125 w/ Top Lid, Transfer Lid, and fully loaded MPC-24 (water jacket filled)	237,500
HI-TRAC 125 w/ Top Lid, Transfer Lid, and fully loaded MPC-32 (water jacket filled)	245,000
HI-TRAC 125 w/ Top Lid, Transfer Lid, and fully loaded MPC-68/68F/68FF (water jacket filled)	242,500
HI-TRAC 125 w/ Top Lid, Transfer Lid, and fully loaded MPC-24E/EF (water jacket filled)	240,500

TABLE 3.2.2 (CONTINUED)
HI-TRAC 100 TRANSFER CASK WEIGHT DATA

Item	Bounding Weight (lb)
Top Lid	1,500
Pool Lid	8,000
Transfer Lid	17,000
HI-TRAC 100 w/ Top Lid and Pool Lid (water jacket filled)	102,000
HI-TRAC 100 w/ Top Lid and Transfer Lid (water jacket filled)	111,000
HI-TRAC 100 w/ Top Lid, Pool Lid, and fully loaded MPC-24 (water jacket filled)	183,500
HI-TRAC 100 w/ Top Lid, Pool Lid, and fully loaded MPC-32 (water jacket filled)	191,000
HI-TRAC 100 w/ Top Lid, Pool Lid, and fully loaded MPC-68/68F/68FF (water jacket filled)	188,500
HI-TRAC 100 w/ Top Lid, Pool Lid, and fully loaded MPC-24E/EF (water jacket filled)	186,500
HI-TRAC 100 w/ Top Lid, Transfer Lid, and fully loaded MPC-24 (water jacket filled)	192,000
HI-TRAC 100 w/ Top Lid, Transfer Lid, and fully loaded MPC-32 (water jacket filled)	199,000
HI-TRAC 100 w/ Top Lid, Transfer Lid, and fully loaded MPC-68/68F/68FF (water jacket filled)	196,500
HI-TRAC 100 w/ Top Lid, Transfer Lid, and fully loaded MPC-24E/EF (water jacket filled)	194,500

TABLE 3.2.2 (CONTINUED)
HI-TRAC 125D TRANSFER CASK WEIGHT DATA

Item	Bounding Weight (lb)
Top Lid	2,750
Pool Lid	12,500
HI-TRAC 125D w/ Top Lid and Pool Lid (water jacket filled)	146,000
HI-TRAC 125D w/ Top Lid, Pool Lid, and fully loaded MPC-24 (water jacket filled)	228,500
HI-TRAC 125D w/ Top Lid, Pool Lid, and fully loaded MPC-32 (water jacket filled)	236,000
HI-TRAC 125D w/ Top Lid, Pool Lid, and fully loaded MPC-68/68F/68FF (water jacket filled)	233,500
HI-TRAC 125D w/ Top Lid, Pool Lid, and fully loaded MPC-24E/EF (water jacket filled)	231,500

TABLE 3.2.3
CENTERS OF GRAVITY OF HI-STORM SYSTEM CONFIGURATIONS

Component	Height of CG Above Datum† (in)
MPC-24 (empty)	109.0
MPC-32 (empty)	113.2
MPC-68/68F/68FF (empty)	111.5
MPC-24E/EF (empty)	108.9
HI-STORM 100 Overpack (empty)	116.8
HI-STORM 100S(232) Overpack (empty)	111.7
HI-STORM 100S(243) Overpack (empty)	117.4
HI-STORM 100S Version B(218) Overpack (empty)(height using standard weight concrete bounds height calculated using high density concrete)	108.77(108.45)
HI-STORM 100S Version B(229) Overpack (empty)(height using standard weight concrete bounds height calculated using high density concrete)	114.27(113.94)
HI-STORM 100 Overpack w/ fully loaded MPC-32	118.7
HI-STORM 100 Overpack w/ fully loaded MPC-68/68F/68FF	119.0
HI-STORM 100 Overpack w/ fully loaded MPC-24E/EF	119.2
HI-STORM 100S(232) Overpack w/ fully loaded MPC-24	113.8
HI-STORM 100S(232) Overpack w/ fully loaded MPC-32	113.7
HI-STORM 100S(232) Overpack w/ fully loaded MPC-68/68F/68FF	114.0
HI-STORM 100S(232) Overpack w/ fully loaded MPC-24E/EF	114.2
HI-STORM 100S(243) Overpack w/ fully loaded MPC-24	118.1
HI-STORM 100S(243) Overpack w/ fully loaded MPC-32	117.9
HI-STORM 100S(243) Overpack w/ fully loaded MPC-68/68F/68FF	118.2
HI-STORM 100S(243) Overpack w/ fully loaded MPC-24E/EF	118.4
HI-STORM 100S Version B(218) Overpack w/ fully loaded MPC-24	110.83
HI-STORM 100S Version B(218) Overpack w/ fully loaded MPC-32	111.88
HI-STORM 100S Version B(218) Overpack w/ fully loaded MPC-68/68F/68FF	111.45
HI-STORM 100S Version B(218) Overpack w/ fully loaded MPC-24E/EF	110.80

† See notes at end of table.

TABLE 3.2.3 (CONTINUED)
CENTERS OF GRAVITY OF HI-STORM SYSTEM CONFIGURATIONS

Component	Height of CG Above Datum† (in)
HI-STORM 100S Version B(229) Overpack w/ fully loaded MPC-24	114.95
HI-STORM 100S Version B(229) Overpack w/ fully loaded MPC-32	116.00
HI-STORM 100S Version B(229) Overpack w/ fully loaded MPC-68/68F/68FF	115.58
HI-STORM 100S Version B(229) Overpack w/ fully loaded MPC-24E/EF	114.93
HI-TRAC 125 Transfer Cask w/ Top Lid, Transfer Lid, and fully loaded MPC-24 (water jacket filled)	99.5
HI-TRAC 125 Transfer Cask w/ Top Lid, Transfer Lid, and fully loaded MPC-32 (water jacket filled)	99.5
HI-TRAC 125 Transfer Cask w/ Top Lid, Transfer Lid, and fully loaded MPC-68/68F/68FF (water jacket filled)	99.8
HI-TRAC 125 Transfer Cask w/ Top Lid, Transfer Lid, and fully loaded MPC-24E/EF (water jacket filled)	100.1
HI-TRAC 100 Transfer Cask w/ Top Lid and Pool Lid (water jacket filled)	91.0
HI-TRAC 100 Transfer Cask w/ Top Lid and Transfer Lid (water jacket filled)	91.1
HI-TRAC 100 Transfer Cask w/ Top Lid, Pool Lid, and fully loaded MPC-24 (water jacket filled)	97.3
HI-TRAC 100 Transfer Cask w/ Top Lid, Pool Lid, and fully loaded MPC-32 (water jacket filled)	97.2
HI-TRAC 100 Transfer Cask w/ Top Lid, Pool Lid, and fully loaded MPC-68/68F/68FF (water jacket filled)	97.6
HI-TRAC 100 Transfer Cask w/ Top Lid, Pool Lid, and fully loaded MPC-24E/EF (water jacket filled)	98.0
HI-TRAC 100 Transfer Cask w/ Top Lid, Transfer Lid, and fully loaded MPC-24 (water jacket filled)	100.3
HI-TRAC 100 Transfer Cask w/ Top Lid, Transfer Lid, and fully loaded MPC-32 (water jacket filled)	100.3
HI-TRAC 100 Transfer Cask w/ Top Lid, Transfer Lid, and fully loaded MPC-68/68F/68FF (water jacket filled)	100.7
HI-TRAC 100 Transfer Cask w/ Top Lid, Transfer Lid, and fully loaded MPC-24E/EF (water jacket filled)	101.0

† See notes at end of table.

TABLE 3.2.3 (CONTINUED)
CENTERS OF GRAVITY OF HI-STORM SYSTEM CONFIGURATIONS

Component	Height of CG Above Datum (in)
HI-TRAC 125D Transfer Cask w/ Top Lid and Pool Lid (water jacket filled)	92.4
HI-TRAC 125D Transfer Cask w/ Top Lid, Pool Lid, and fully loaded MPC-24 (water jacket filled)	97.6
HI-TRAC 125D Transfer Cask w/ Top Lid, Pool Lid, and fully loaded MPC-32 (water jacket filled)	97.5
HI-TRAC 125D Transfer Cask w/ Top Lid, Pool Lid, and fully loaded MPC-68/68F/68FF (water jacket filled)	97.8
HI-TRAC 125D Transfer Cask w/ Top Lid, Pool Lid, and fully loaded MPC-24E/EF (water jacket filled)	98.2

Notes:

1. The datum used for calculations involving the HI-STORM is the bottom of the overpack baseplate. The datum used for calculations involving the HI-TRAC is the bottom of the pool lid or transfer lid, as appropriate.

2. The datum used for calculations involving only the MPC is the bottom of the MPC baseplate.

3. The CG heights of the HI-STORM overpacks are calculated based on standard density concrete (i.e., 150 pcf dry). At higher densities, the CG heights are slightly lower, which makes the HI-STORM overpacks less prone to tipping.

TABLE 3.2.4
LIFT WEIGHT ABOVE POOL WITH HI-TRAC 125

Item	Estimated Weight (lb)	Bounding Weight (lb)
HI-TRAC 125 w/ Top Lid and Pool Lid (water jacket filled)	142,976	
MPC-32 fully loaded with SNF and fuel spacers	89,765†	
HI-TRAC 125 Top Lid	-2,730††	
Water in MPC and HI-TRAC 125 Annulus	16,570	
Water in Water Jacket	-9,757†††	
Lift yoke	4,200	
Inflatable annulus seal	50	
TOTAL	241,074	250,000

† Includes MPC closure ring.

†† HI-TRAC top lid weight is included in transfer cask weight. However, the top lid is not installed during in-pool operations.

††† Total weight of HI-TRAC 125 includes water in water jacket. However, during removal from the fuel pool no water is in the water jacket since the water within the MPC cavity provides sufficient shielding.

TABLE 3.2.4 (CONTINUED)
LIFT WEIGHT ABOVE POOL WITH HI-TRAC 100

Item	Estimated Weight (lb)	Bounding Weight (lb)
HI-TRAC 100 w/ Top Lid and Pool Lid (water jacket filled)	100,194	
MPC-32 fully loaded with SNF and fuel spacers	89,765†	
HI-TRAC 100 Top Lid	-1,203††	
Water in MPC and HI-TRAC 100 Annulus	16,570	
Water in Water Jacket	-7,562†††	
Lift yoke	3,200	
Inflatable annulus seal	50	
TOTAL	201,014	202,000

Note: HI-TRAC transfer cask weight is without removable portion of pocket trunnion.

† Includes MPC closure ring.

†† HI-TRAC top lid weight is included in transfer cask weight. However, the top lid is not installed during in-pool operations.

††† Total weight of HI-TRAC 100 includes water in water jacket. However, during removal from the fuel pool no water is in the water jacket since the water within the MPC cavity provides sufficient shielding.

TABLE 3.2.4 (CONTINUED)
LIFT WEIGHT ABOVE POOL WITH HI-TRAC 125D

Item	**Estimated Weight (lb)**	**Bounding Weight (lb)**
HI-TRAC 125D w/ Top Lid and Pool Lid (water jacket filled)	145,635	
MPC-32 fully loaded with SNF and fuel spacers	89,765†	
HI-TRAC 125D Top Lid	-2,575††	
Water in MPC and HI-TRAC 125D Annulus	16,570	
Water in Water Jacket	-8,955†††	
Lift yoke	4,200	
Inflatable annulus seal	50	
TOTAL	244,690	250,000

† Includes MPC closure ring.

†† HI-TRAC top lid weight is included in transfer cask weight. However, the top lid is not installed during in-pool operations.

††† Total weight of HI-TRAC 125D includes water in water jacket. However, during removal from the fuel pool no water is in the water jacket since the water within the MPC cavity provides sufficient shielding.

3.3 MECHANICAL PROPERTIES OF MATERIALS

Table 2.2.6 provides a comprehensive listing of materials of construction, applicable code, and ITS designation for all functional parts in the HI-STORM 100 System. This section provides the mechanical properties used in the structural evaluation. The properties include yield stress, ultimate stress, modulus of elasticity, Poisson's ratio, weight density, and coefficient of thermal expansion. Values are presented for a range of temperatures which envelopes the maximum and minimum temperatures under all service conditions discussed in the preceding section where structural analysis is performed.

The materials selected for use in the MPC, HI-STORM 100 Overpack, and HI-TRAC transfer cask are presented in the Bills-of-Material in Section 1.5. In this chapter, the materials are divided into two categories, structural and nonstructural. Structural materials are materials that act as load bearing members and are, therefore, significant in the stress evaluations. Materials that do not support mechanical loads are considered nonstructural. For example, the HI-TRAC inner shell is a structural material, while the lead between the inner and outer shell is a nonstructural material. For nonstructural materials, the only property that is used in the structural analysis is weight density. In local deformation analysis, however, such as the study of penetration from a tornado-borne missile, the properties of lead in HI-TRAC and plain concrete in HI-STORM 100 are included.

3.3.1 Structural Materials

3.3.1.1 Alloy X

A hypothetical material termed Alloy X is defined for all MPC structural components. The material properties of Alloy X are the least favorable values from the set of candidate alloys. The purpose of a least favorable material definition is to ensure that all structural analyses are conservative, regardless of the actual MPC material. For example, when evaluating the stresses in the MPC, it is conservative to work with the minimum values for yield strength and ultimate strength. This guarantees that the material used for fabrication of the MPC will be of equal or greater strength than the hypothetical material used in the analysis. In the structural evaluation, the only property for which it is not always conservative to use the set of minimum values is the coefficient of thermal expansion. Two sets of values for the coefficient of thermal expansion are specified, a minimum set and a maximum set. For each analysis, the set of coefficients, minimum or maximum that causes the more severe load on the cask system is used.

Table 3.3.1 lists the numerical values for the material properties of Alloy X versus temperature. These values, taken from the ASME Code, Section II, Part D [3.3.1], are used in all structural analyses. The maximum temperatures in some MPC components may exceed the allowable limits of temperature during short time duration loading operations, off-normal transfer operations, or storage accident events. However, no maximum temperature for Alloy X used at or within the confinement boundary exceeds 1000^{o}F. As shown in ASME Code Case N-47-33 (Class 1 Components in Elevated Temperature Service, 1995 Code Cases, Nuclear Components), the strength properties of austenitic stainless steels do not change due to exposure to 1000^{o}F temperature for up to 10,000 hours. Therefore, there is no significant effect on mechanical properties of the confinement or basket

material during the short time duration loading. A further description of Alloy X, including the materials from which it is derived, is provided in Appendix 1.A.

Two properties of Alloy X that are not included in Table 3.3.1 are weight density and Poisson's ratio. These properties are assumed constant for all structural analyses, regardless of temperature. The values used are shown in the table below.

PROPERTY	VALUE
Weight Density (lb/in^3)	0.290
Poisson's Ratio	0.30

3.3.1.2 Carbon Steel, Low-Alloy and Nickel Alloy Steel

The carbon steels in the HI-STORM 100 System are SA516 Grade 70 and SA515 Grade 70. The nickel alloy and low alloy steels are SA203-E and SA350-LF3, respectively. These steels are not constituents of Alloy X. The material properties of SA516 Grade 70 and SA515 Grade 70 are shown in Tables 3.3.2. The material properties of SA203-E and SA350-LF3 are given in Table 3.3.3.

Two properties of these steels that are not included in Tables 3.3.2 and 3.3.3 are weight density and Poisson's ratio. These properties are assumed constant for all structural analyses. The values used are shown in the table below.

PROPERTY	VALUE
Weight Density (lb/in^3)	0.283
Poisson's Ratio	0.30

3.3.1.3 Bolting Materials

Material properties of the bolting materials used in the HI-STORM 100 System and HI-TRAC lifting trunnions are given in Table 3.3.4. The properties of representative anchor studs used to fasten HI-STORM 100A are listed in Table 1.2.7.

3.3.1.4 Weld Material

All weld materials utilized in the welding of the Code components comply with the provisions of the appropriate ASME subsection (e.g., Subsection NB for the MPC enclosure vessel) and Section IX. All non-code welds will be made using weld procedures that meet Section IX of the ASME Code. The minimum tensile strength of the weld wire and filler material (where applicable) will be equal to or greater than the tensile strength of the base metal listed in the ASME Code.

3.3.2 Nonstructural Materials

3.3.2.1 Solid Neutron Shield

The solid neutron shielding material in the HI-TRAC top lid and transfer lid doors is not considered as a structural member of the HI-STORM 100 System. Its load carrying capacity is neglected in all structural analyses except where such omission would be non-conservative. The only material property of the solid neutron shield that is important to the structural evaluation is weight density ($1.63 g/cm^3$).

3.3.2.2 Solid Neutron Absorber

The fuel basket solid neutron absorber is not a structural member of the HI-STORM 100 System. Its load carrying capacity is neglected in all structural analyses. The only material property of the solid neutron absorber that is important to the structural evaluation is weight density. As the MPC fuel baskets can be constructed with neutron absorber panels of variable areal density, the weight that produces the most severe cask load is assumed in each analysis (density $2.644 g/cm^3$).

3.3.2.3 Concrete

The primary function of the plain concrete in the HI-STORM storage overpack is shielding. Concrete in the HI-STORM 100 Overpack is not considered as a structural member, except to withstand compressive, bearing, and penetrant loads. While concrete is not considered a structural member, its mechanical behavior must be quantified to determine the stresses in the structural members (steel shells surrounding it) under accident conditions. Table 3.3.5 provides the concrete mechanical properties. Allowable, bearing strength in concrete for normal loading conditions is calculated in accordance with ACI 318.1-*89 (92)* [3.3.2]. The procedure specified in ASTM C-39 is utilized to verify that the assumed compressive strength will be realized in the actual in-situ pours. In addition, although the concrete is not reinforced (since the absence of reinforcement does not degrade the compressive strength), the requirements of ACI -349-*85* [3.3.3] are imposed to insure the suitability of the concrete mix. Appendix 1.D provides additional information on the requirements on plain concrete for use in HI-STORM 100 storage overpack.

To enhance the shielding performance of the HI-STORM storage overpack, high density concrete can be used during fabrication. The permissible range of concrete densities is specified in Table 1.D.1. The structural calculations consider the most conservative density value (i.e., maximum or minimum weight), as appropriate.

3.3.2.4 Lead

Lead is not considered as a structural member of the HI-STORM 100 System. Its load carrying capacity is neglected in all structural analysis, except in the analysis of a tornado missile strike where it acts as a missile barrier. Applicable mechanical properties of lead are provided in Table 3.3.5.

3.3.2.5 Aluminum Heat Conduction Elements

~~Optional~~ *In early vintage MPCs,* aluminum heat conduction elements may be located between the fuel basket and MPC vessel. They are optional thin flexible elements whose sole function is to transmit heat as described in Chapter 4. They are not credited with any structural load capacity and are shaped to provide negligible resistance to basket thermal expansion. The total weight of the aluminum inserts is less than 1,000 lb. per MPC.

TABLE 3.3.1
ALLOY X MATERIAL PROPERTIES

Temp. (Deg. F)	Alloy X				
	S_y	S_u †	α_{min}	α_{max}	E
-40	30.0	75.0 (70.0)	8.54	8.55	28.82
100	30.0	75.0 (70.0)	8.54	8.55	28.14
150	27.5	73.0 (68.1)	8.64	8.67	27.87
200	25.0	71.0 (66.2)	8.76	8.79	27.6
250	23.75	68.5 (63.85)	8.88	8.9	27.3
300	22.5	66.0 (61.5)	8.97	9.0	27.0
350	21.6	65.2 (60.75)	9.10	9.11	26.75
400	20.7	64.4 (60.0)	9.19	9.21	26.5
450	20.05	64.0 (59.65)	9.28	9.32	26.15
500	19.4	63.5 (59.3)	9.37	9.42	25.8
550	18.8	63.3 (59.1)	9.45	9.50	25.55
600	18.2	63.1 (58.9)	9.53	9.6	25.3
650	17.8	62.8 (58.6)	9.61	9.69	25.05
700	17.3	62.5 (58.4)	9.69	9.76	24.8
750	16.9	62.2 (58.1)	9.76	9.81	24.45
800	16.6	61.7 (57.6)	9.82	9.90	24.1

Definitions:

S_y = Yield Stress (ksi)
α = Mean Coefficient of thermal expansion (in./in. per degree F x 10^{-6})
S_u = Ultimate Stress (ksi)
E = Young's Modulus (psi x 10^6)

Notes:
1. Source for S_y values is Table Y-1 of [3.3.1].
2. Source for S_u values is Table U of [3.3.1].
3. Source for α_{min} and α_{max} values is Table TE-1 of [3.3.1].
4. Source for E values is material group G in Table TM-1 of [3.3.1].

† The ultimate stress of Alloy X is dependent on the product form of the material (i.e., forging vs. plate). Values in parentheses are based on SA-336 forged materials (type F304, F304LN, F316, and F316LN), which are used solely for the one-piece construction MPC lids. All other values correspond to SA-240 plate material.

TABLE 3.3.2
SA516 AND SA515, GRADE 70 MATERIAL PROPERTIES

Temp. (Deg. F)	**SA516 and SA515, Grade 70**			
	S_y	S_u	α	**E**
-40	38.0	70.0	---	29.95
100	38.0	70.0	5.53 (5.73)	29.34
150	36.3	70.0	5.71 (5.91)	29.1
200	34.6	70.0	5.89 (6.09)	28.8
250	34.15	70.0	6.09 (6.27)	28.6
300	33.7	70.0	6.26 (6.43)	28.3
350	33.15	70.0	6.43 (6.59)	28.0
400	32.6	70.0	6.61 (6.74)	27.7
450	31.65	70.0	6.77 (6.89)	27.5
500	30.7	70.0	6.91 (7.06)	27.3
550	29.4	70.0	7.06 (7.18)	27.0
600	28.1	70.0	7.17 (7.28)	26.7
650	27.6	70.0	7.30 (7.40)	26.1
700	27.4	70.0	7.41 (7.51)	25.5
750	26.5	69.3	7.50 (7.61)	24.85

Definitions:

S_y = Yield Stress (ksi)
α = Mean Coefficient of thermal expansion (in./in. per degree F x 10^{-6})
S_u = Ultimate Stress (ksi)
E = Young's Modulus (psi x 10^6)

Notes:
1. Source for S_y values is Table Y-1 of [3.3.1].
2. Source for S_u values is Table U of [3.3.1].
3. Source for α values is material group C in Table TE-1 of [3.3.1].
4. Source for E values is "Carbon steels with C less than or equal to 0.30%" in Table TM-1 of [3.3.1].
5. Values for SA515 are given in parentheses where different from SA516.

TABLE 3.3.3
SA350-LF3 AND SA203-E MATERIAL PROPERTIES

Temp. (Deg. F)	SA350-LF3 and LF2			SA350-LF3/SA203-E		SA203-E		
	S_m	S_y	S_u	E	α	S_m	S_y	S_u
-20	23.3	37.5 (36.0)	70.0	28.2	---	23.3	40.0	70.0
100	23.3	37.5 (36.0)	70.0	27.6	6.27	23.3	40.0	70.0
200	22.8 (21.9)	34.2 (32.9)	68.5 (70.0)	27.1	6.54	23.3	36.5	70.0
300	22.2 (21.3)	33.2 (31.9)	66.7 (70.0)	26.7	6.78	23.3	35.4	70.0
400	21.5 (20.6)	32.2 (30.9)	64.6 (70.0)	26.1	6.98	22.9	34.3	68.8
500	20.2 (19.4)	30.3 (29.2)	60.7 (70.0)	25.7	7.16	21.6	32.4	64.9
600	18.5 (17.8)	- (26.6)	- (70.0)	-	-	-	-	-
700	16.8 (17.3)	- (26.0)	- (70.0)	-	-	-	-	-

Definitions:

S_m = Design Stress Intensity (ksi)
S_y = Yield Stress (ksi)
S_u = Ultimate Stress (ksi)
α = Coefficient of Thermal Expansion (in./in. per degree F x 10^{-6})
E = Young's Modulus (psi x 10^6)

Notes:

1. Source for S_m values is ASME Code.
2. Source for S_y values is ASME Code.
3. Source for S_u values is ratioing S_m values.
4. Source for α values is material group E in Table TE-1 of [3.3.1].
5. Source for E values is material group B in Table TM-1 of [3.3.1].
6. Values for LF2 are given in parentheses where different from LF3.

TABLE 3.3.4
BOLTING MATERIAL PROPERTIES

Temp. (Deg. F)	SB637-N07718				
	S_y	S_u	E	α	S_m
-100	150.0	185.0	29.9	---	50.0
-20	150.0	185.0	---	---	50.0
70	150.0	185.0	29.0	7.05	50.0
100	150.0	185.0	---	7.08	50.0
200	144.0	177.6	28.3	7.22	48.0
300	140.7	173.5	27.8	7.33	46.9
400	138.3	170.6	27.6	7.45	46.1
500	136.8	168.7	27.1	7.57	45.6
600	135.3	166.9	26.8	7.67	45.1
SA193 Grade B7 (2.5 to 4 inches diameter)					
Temp. (Deg. F)	S_y	S_u	E	α	-
100	95.0	115.00	-	5.73	-
200	88.5	107.13	-	6.09	-
300	85.1	103.02	-	6.43	-
400	82.3	99.63	-	5.9	-

Definitions:

S_m = Design stress intensity (ksi)
S_y = Yield Stress (ksi)
α = Mean Coefficient of thermal expansion (in./in. per degree F x 10^{-6})
S_u = Ultimate Stress (ksi)
E = Young's Modulus (psi x 10^6)

Notes:

1. Source for S_m values is Table 4 of [3.3.1].
2. Source for S_y values is ratioing design stress intensity values.
3. Source for S_u values is ratioing design stress intensity values.
4. Source for α values is Tables TE-1 and TE-4 of [3.3.1], as applicable.
5. Source for E values is Table TM-1 of [3.3.1].
6. Source for S_y values for SA193 bolts is Table Y-1 of [3.3.1]; source for S_u is by ratioing S_y.

TABLE 3.3.4 (CONTINUED)
BOLTING MATERIAL PROPERTIES

SA193 Grade B7 (less than 2.5 inch diameter)					
Temp. (Deg. F)	S_y	S_u	E	α	-
100	105.0	125.00	-	5.73	-
200	98.0	116.67	-	6.09	-
300	94.1	112.02	-	6.43	
400	91.5	108.93	-	6.74	-
Temp. (Deg. F)	SA705-630/SA564-630 (Age Hardened at 1075 degrees F)				
	S_y	S_u	E	α	S_m
200	115.6	145.0	28.5	5.9	---
300	110.7	145.0	27.9	5.9	---
400	106.9	145.0	27.3	5.91	---
SA705-630/SA564-630 (Age Hardened at 1150 degrees F)					
200	97.1	135.0	28.5	5.9	---
300	93.0	135.0	27.9	5.9	---

Definitions:

S_m = Design stress intensity (ksi)
S_y = Yield Stress (ksi)
α = Mean Coefficient of thermal expansion (in./in. per degree F x 10^{-6})
S_u = Ultimate Stress (ksi)
E = Young's Modulus (psi x 10^6)

Notes:
1. Source for S_y values is Table Y-1 of [3.3.1].
2. Source for S_u values is Table U of [3.3.1].
3. Source for α values is Tables TE-1 and TE-4 of [3.3.1], as applicable.
4. Source for E values is Table TM-1 of [3.3.1].

TABLE 3.3.5
CONCRETE AND LEAD MECHANICAL PROPERTIES

PROPERTY	VALUE					
CONCRETE:						
Compressive Strength (psi)	See Table 1.D.1					
Nominal Density (lb/ft^3)	See Table 1.D.1					
Allowable Bearing Stress (psi)	1,823†					
Allowable Axial Compression (psi)	1,266†					
Allowable Flexure, extreme fiber tension (psi)	187†,††					
Allowable Flexure, extreme fiber compression (psi)	2,145†					
Mean Coefficient of Thermal Expansion (in/in/deg. F)	5.5E-06					
Modulus of Elasticity (psi)	57,000 (compressive strength (psi))$^{1/2}$					
LEAD:	-40^{o}F	-20^{o}F	70^{o}F	200^{o}F	300^{o}F	600^{o}F
Yield Strength (psi)	700	680	640	490	380	20
Modulus of Elasticity (ksi)	2.4E+3	2.4E+3	2.3E+3	2.0E+3	1.9E+3	1.5E+3
Coefficient of Thermal Expansion (in/in/deg. F)	15.6E-6	15.7E-6	16.1E-6	16.6E-6	17.2E-6	20.2E-6
Poisson's Ratio	0.40					
Density (lb/cubic ft.)	708					

Notes:
1. Concrete allowable stress values based on ACI 318.1-*89 (92)*.
2. Lead properties are from [3.3.5].

† Values listed correspond to concrete compressive stress = 3,300 psi
†† No credit for tensile strength of concrete is taken in the calculations

TABLE 3.3.6
SA36 MATERIAL PROPERTIES

Temp. (Deg. F)	SA36			
	S_y	S_u	α	E
-40	36.0	58.0	---	29.95
100	36.0	58.0	5.53	29.34
150	34.4	55.4	5.71	29.1
200	32.8	52.8	5.89	28.8
250	32.35	52.1	6.09	28.6
300	31.9	51.4	6.26	28.3
350	31.35	50.5	6.43	28.0
400	30.8	49.6	6.61	27.7
450	29.95	48.3	6.77	27.5
500	29.1	46.9	6.91	27.3
550	27.85	44.9	7.06	27.0
600	26.6	42.9	7.17	26.7
650	26.1	42.1	7.30	26.1
700	25.9	41.7	7.41	25.5

Definitions:

S_y = Yield Stress (ksi)
α = Mean Coefficient of thermal expansion (in./in. per degree F x 10^{-6})
S_u = Ultimate Stress (ksi)
E = Young's Modulus (psi x 10^6)

Notes:
1. Source for S_y values is Table Y-1 of [3.3.1].
2. Source for S_u values is ratioing S_y values.
3. Source for α values is material group C in Table TE-1 of [3.3.1].
4. Source for E values is "Carbon steels with C less than or equal to 0.30%" in Table TM-1 of [3.3.1].

3.4 GENERAL STANDARDS FOR CASKS

3.4.1 Chemical and Galvanic Reactions

In this section, it is shown that there is no credible mechanism for significant chemical or galvanic reactions in the HI-STORM 100 System during long-term storage operations (including HI-STORM 100S and HI-STORM 100A).

The MPC, which is filled with helium, provides a nonaqueous and inert environment. Insofar as corrosion is a long-term time-dependent phenomenon, the inert gas environment in the MPC precludes the incidence of corrosion during storage on the ISFSI. Furthermore, the only dissimilar material groups in the MPC are: (1) the neutron absorber material and stainless steel and (2) aluminum (found in some early vintage MPCs) and stainless steel. Neutron absorber materials and stainless steel have been used in close proximity in wet storage for over 30 years. Many spent fuel pools at nuclear plants contain fuel racks, which are fabricated from neutron absorber materials and stainless steel materials, with geometries similar to the MPC. Not one case of chemical or galvanic degradation has been found in fuel racks built by Holtec. This experience provides a sound basis to conclude that corrosion will not occur in these materials. Additionally, the aluminum conduction inserts and stainless steel basket are very close on the galvanic series chart. Aluminum, like other metals of its genre (e.g., titanium and magnesium) rapidly passivates in an aqueous environment, leading to a thin ceramic (Al_2O_3) barrier, which renders the material essentially inert and corrosion-free over long periods of application. The physical properties of the material, e.g., thermal expansion coefficient, diffusivity, and thermal conductivity, are essentially unaltered by the exposure of the aluminum metal stock to an aqueous environment.

The aluminum in the optional heat conduction elements found in some early vintage MPCs will quickly passivate in air and in water to form a protective oxide layer that prevents any significant hydrogen production during MPC cask loading and unloading operations. The aluminum in the neutron absorber material (i.e., Boral), particularly in the core area, will also react with the water to generate hydrogen gas. The exact rate of generation and total amount of hydrogen generated is a function of a number of variables (see Section 1.2.1.3.1.1) and cannot be predicted with any certainty. Therefore, to preclude the potential for hydrogen ignition during lid welding or cutting, the operating procedures in Chapter 8 require monitoring for combustible gas and either exhausting or purging the space beneath the MPC lid with an inert gas during these activities. Once the MPC cavity is drained, dried, and backfilled with helium, the source of the hydrogen gas (the aluminum-water reaction) is eliminated.

The HI-STORM 100 storage overpack and the HI-TRAC transfer cask each combine low alloy and nickel alloy steels, carbon steels, neutron and gamma shielding materials, and bolting materials. All of these materials have a long history of nongalvanic behavior within close proximity of each other. The internal and external steel surfaces of each of the storage overpacks are sandblasted and coated to preclude surface oxidation. The HI-TRAC coating does not chemically react with borated water. Therefore, chemical or galvanic reactions involving the storage overpack materials are highly unlikely and are not expected.

In accordance with NRC Bulletin 96-04 [3.4.7], a review of the potential for chemical, galvanic, or other reactions among the materials of the HI-STORM 100 System, its contents and the operating environments, which may produce adverse reactions, has been performed. Table 3.4.2 provides a listing of the materials of fabrication for the HI-STORM 100 System and evaluates the performance of the material in the expected operating environments during short-term loading/unloading operations and long-term storage operations. As a result of this review, no operations were identified which could produce adverse reactions beyond those conditions already analyzed in this FSAR.

3.4.2 Positive Closure

There are no quick-connect/disconnect ports in the confinement boundary of the HI-STORM 100 System. The only access to the MPC is through the storage overpack lid, which weighs over 23,000 pounds (see Table 3.2.1). The lid is fastened to the storage overpack with large bolts. Inadvertent opening of the storage overpack is not feasible; opening a storage overpack requires mobilization of special tools and heavy-load lifting equipment.

3.4.3 Lifting Devices

As required by Reg. Guide 3.61, in this subsection, analyses for all lifting operations applicable to the deployment of a member of the HI-STORM 100 family are presented to demonstrate compliance with applicable codes and standards.

The HI-STORM 100 System has the following components and devices participating in lifting operations: lifting trunnions located at the top of the HI-TRAC transfer cask, lid lifting connections for the HI-STORM 100 lid and for other lids in the HI-TRAC transfer cask, connections for lifting and carrying a loaded HI-STORM 100 vertically, and lifting connections for the loaded MPC.

Analyses of HI-STORM 100 storage overpack and HI-TRAC transfer cask lifting devices are reported in this submittal. Analyses of MPC lifting operations are presented in the HI-STAR 100 FSAR (Docket Number 72-1008, Subsection 3.4.3) and are also applicable here.

The evaluation of the adequacy of the lifting devices entails careful consideration of the applied loading and associated stress limits. The load combination D+H, where H is the "handling load", is the generic case for all lifting adequacy assessments. The term D denotes the dead load. Quite obviously, D must be taken as the bounding value of the dead load of the component being lifted. In all lifting analyses considered in this document, the handling load H is assumed to be 0.15D. In other words, the inertia amplifier during the lifting operation is assumed to be equal to 0.15g. This value is consistent with the guidelines of the Crane Manufacturer's Association of America (CMAA), Specification No. 70, 1988, Section 3.3, which stipulates a dynamic factor equal to 0.15 for slowly executed lifts. Thus, the "apparent dead load" of the component for stress analysis purposes is $D^* = 1.15D$. Unless otherwise stated, all lifting analyses in this report use the "apparent dead load", D^*, as the lifted load.

Analysis methodology to evaluate the adequacy of the lifting device may be analytical or numerical. For the analysis of the trunnion, an accepted conservative technique for computing the bending stress is to assume that the lifting force is applied at the tip of the trunnion "cantilever" and that the stress state is fully developed at the base of the cantilever. This conservative technique, recommended in NUREG-1536, is applied to all trunnion analyses presented in this SAR and has also been applied to the trunnions analyzed in the HI-STAR 100 FSAR.

In general, the stress analysis to establish safety pursuant to NUREG-0612, Regulatory Guide 3.61, and the ASME Code, requires evaluation of three discrete zones which may be referred to as (i) the trunnion, (ii) the trunnion/component interface, hereinafter referred to as Region A, and (iii) the rest of the component, specifically the stressed metal zone adjacent to Region A, herein referred to as Region B. During this discussion, the term "trunnion" applies to any device used for lifting (i.e., trunnions, lift bolts, etc.)

Stress limits germane to each of the above three areas are discussed below:

i. Trunnion: NUREG-0612 requires that under the "apparent dead load", D^*, the maximum primary stress in the trunnion be less than 10% of the trunnion material ultimate strength and less than 1/6th of the trunnion material yield strength. Because of the materials of construction selected for trunnions in all HI-STORM 100 System components, the ultimate strength-based limit is more restrictive in every case. Therefore, all trunnion safety factors reported in this document pertain to the ultimate strength-based limit.

ii. Region A: Trunnion/Component Interface: Stresses in Region A must meet ASME Code Level A limits under applied load D*. Additionally, Regulatory Guide 3.61 requires that the primary stress under 3D*, associated with the cross-section, be less than the yield strength of the applicable material. In cases involving section bending, the developed section moment may be compared against the plastic moment at yield. The circumferential extent of the characteristic cross-section at the trunnion/component interface is calculated based on definitions from ASME Section III, Subsection NB and is defined in terms of the shell thickness and radius of curvature at the connection to the trunnion block. By virtue of the construction geometry, only the mean shell stress is categorized as "primary" for this evaluation.

iii. Region B: Typically, the stresses in the component in the vicinity of the trunnion/component interface are higher than elsewhere. However, exceptional situations exist. For example, when lifting a loaded MPC, the MPC baseplate, which supports the entire weight of the fuel and the fuel basket, is a candidate location for high stress even though it is far removed from the lifting location (which is located in the top lid).

Even though the baseplate in the MPC would normally belong to the Region B category, for conservatism it was considered as Region A in the HI-STAR 100 FSAR. The pool lid and the transfer lid of the HI-TRAC transfer cask also fall into this dual category. In general, however, all locations of high stress in the component under D^* must also be checked for compliance with ASME Code Level A stress limits.

Unless explicitly stated otherwise, all analyses of lifting operations presented in this report follow the load definition and allowable stress provisions of the foregoing. Consistent with the practice adopted throughout this chapter, results are presented in dimensionless form, as safety factors, defined as

$$\text{Safety Factor, } \beta = \frac{\text{Allowable Stress in the Region Considered}}{\text{Computed Maximum Stress in the Region}}$$

The safety factor, defined in the manner of the above, is the added margin over what is mandated by the applicable code (NUREG-0612 or Regulatory Guide 3.61).

In the following subsections, we briefly describe each of the lifting analyses performed to demonstrate compliance with regulations. Summary results are presented for each of the analyses.

It is recognized that stresses in Region A are subject to two distinct criteria, namely Level A stress limits under D* and yield strength at 3D*. We will identify the applicable criteria in the summary tables, under the column heading “Item”, using the “3D*” identifier.

All of the lifting analyses reported on in this Subsection are designated as Load Case 01 in Table 3.1.5.

3.4.3.1 125 Ton HI-TRAC Lifting Analysis - Trunnions

The lifting device in the HI-TRAC 125 cask is presented in Holtec Drawing 1880 (Section 1.5 herein). The two lifting trunnions for HI-TRAC are spaced at 180 degrees. The trunnions are designed for a two-point lift in accordance with the aforementioned NUREG-0612 criteria. Figure 3.4.21 shows the overall lifting configuration. The lifting analysis demonstrates that the stresses in the trunnions, computed using the conservative methodology described previously, comply with NUREG-0612 provisions.

Specifically, the following results are obtained:

HI-TRAC 125 Lifting Trunnions†		
	Value (ksi)	**Safety Factor**
Bending stress	16.09	1.13
Shear stress	7.26	1.50

† The lifted load is 245,800 lb.(a value that bounds the actual lifted weight from the pool after the lift yoke weight is eliminated per Table 3.2.4).

Note that the safety factor presented in the previous table represents the additional margin beyond the mandated limit of 6 on yield strength and 10 on tensile strength. The results above are also valid for the HI-TRAC 125D since the dimensions used as input, as well as the bounding load, are applicable to both the HI-TRAC 125 and 125D transfer casks.

3.4.3.2 125 Ton HI-TRAC Lifting - Trunnion Lifting Block Welds, Bearing, and Thread Shear Stress (Region A)

As part of the Region A evaluation, the weld group connecting the lifting trunnion block to the inner and outer shells, and to the HI-TRAC top flange, is analyzed. Conservative analyses are also performed to determine safety factors for bearing stress and for thread shear stress at the interface between the trunnion and the trunnion block. The following results are obtained for the HI-TRAC 125 and 125D transfer casks:

125 Ton HI-TRAC Lifting Trunnion Block (Region A Evaluation)			
Item	**Value (ksi)**	**Allowable (ksi)**	**Safety Factor**
Trunnion Block Bearing Stress	5.95	11.4	1.91
Trunnion Block Thread Shear Stress	5.05	6.84	1.35
Weld Shear Stress (3D*)	4.35†	11.4	2.62

† No quality factor has been applied to the weld group. (Subsection NF or NUREG-0612 do not apply penalty factors to the structural welds).

3.4.3.3 125 Ton HI-TRAC Lifting - Structure near Trunnion (Region B/Region A)

A three-dimensional elastic model of the HI-TRAC 125 metal components is analyzed using the ANSYS finite element code. The structural model includes, in addition to the trunnion and the trunnion block, a portion of the inner and outer HI-TRAC shells and the HI-TRAC top flange. Stress results over the characteristic interface section are summarized and compared with allowable strength limits per ASME Section III, Subsection NF, and per Regulatory Guide 3.61. The results show that the primary stresses in the HI-TRAC 125 structure comply with the level A stress limits for Subsection NF structures.

The results from the analysis are summarized below:

HI-TRAC 125 Trunnion Region (Regions A and B)			
Item	**Value (ksi)**	**Allowable (ksi)**	**Safety Factor**
Membrane Stress	6.19	17.5	2.83
Membrane plus Bending Stress	8.19	26.25	3.2
Membrane Stress (3D*)	18.6	34.6	1.86

The results above are also valid for the HI-TRAC 125D since the dimensions and the configuration of the inner shell, outer shell, top flange, and the trunnion block are the same in both the HI-TRAC 125 and 125D transfer casks.

3.4.3.4 100 Ton HI-TRAC Lifting Analysis

The lifting trunnions and the trunnion blocks for the 100 Ton HI-TRAC are identical to the trunnions analyzed for the 125 Ton HI-TRAC. However, the outer shell geometry (outer diameter) is different. A calculation performed in the spirit of strength-of-materials provides justification that, despite the difference in local structure at the attachment points, the stresses in the body of the HI-TRAC 100 Ton unit meet the allowables set forth in Subsection 3.1.2.2.

Figure 3.4.10 illustrates the differences in geometry, loads, and trunnion moment arms between the body of the 125-Ton HI-TRAC and the body of the 100-Ton HI-TRAC. It is reasonable to assume that the level of stress in the 100 Ton HI-TRAC body, in the immediate vicinity of the interface (Section X-X in Figure 3.4.10), is proportional to the applied force and the bending moment applied. In the figure, the subscripts 1 and 0 refer to 100 Ton and 125 Ton casks, respectively. Figure 3.4.10 shows the location of the area centroid (with respect to the outer surface) and the loads and moment arms associated with each construction. Conservatively, neglecting all other interfaces between the top of the trunnion block and the top flange and between the sides of the trunnion block and the shells, equilibrium is maintained by developing a force and a moment in the section comprised of the two shell segments interfacing with the base of the trunnion block.

The most limiting stress state is in the outer shell at the trunnion block base interface. The stress level in the outer shell at Section X-X is proportional to P/A + Mc/I. Evaluating the stress for a unit width of section permits an estimate of the stress state in the HI-TRAC 100 outer shell if the corresponding stress state in the HI-TRAC 125 is known (the only changes are the applied load, the moment arm and the geometry). Using the geometry shown in Figure 3.4.10 gives the result as:

Stress (HI-TRAC 100 outer shell) = 1.236 x Stress (HI-TRAC 125 outer shell)

The tabular results in the previous subsection can be adjusted accordingly and are reported below:

100 Ton HI-TRAC Near Trunnion (Region A and Region B)	
Item	**Safety Factor**
Membrane Stress	2.29
Membrane plus Bending Stress	2.59
Membrane Stress (3D*)	1.50

3.4.3.5 HI-STORM 100 Lifting Analyses

There are two vertical lifting scenarios for the HI-STORM 100 storage overpack carrying a fully loaded MPC. Figure 3.4.17 shows a schematic of these lifting scenarios. Both lifting scenarios are examined using finite element models that focus on the local regions near the lift points. The analysis is based on the geometry of the HI-STORM 100; the alterations to the lid and to the length of the overpack barrel to configure the HI-STORM 100S have no effect on the conclusions reached in the area of the baseplate. Therefore, there is no separate analysis for the baseplate, inboard of the inner shell, for the HI-STORM 100S as the results are identical to or bounded by the results presented here. Since the upper portion of the HI-STORM 100S, the HI-STORM 100S lid, and the radial ribs and anchor block have a different configuration than the HI-STORM 100, separate calculations have been performed for these areas of the HI-STORM 100S. Similarly, where differences in construction between the HI-STORM 100 and the HI-STORM 100S Version B exist, separate calculations have been performed and the results summarized here.

Scenario #1 considers a "bottom lift" where the fully loaded HI-STORM 100 storage overpack is lifted vertically by four synchronized hydraulic jacks each positioned at one of the four inlet air vents. This lift allows for installation and removal of "air pads" which may be used for horizontal positioning of HI-STORM 100 at the ISFSI pad.

Scenario #2, labeled the "top lift scenario" considers the lifting of a fully loaded HI-STORM 100 vertically through the four lifting lugs located at the top end.

No structural credit is assumed for the HI-STORM concrete in either of the two lifting scenarios except as a vehicle to transfer compressive loads.

For the bottom lift, a three-dimensional one-quarter symmetry finite element model of the bottom region of the HI-STORM 100 storage overpack is constructed. The model includes the inner shell, the outer shell, the baseplate, the inlet vent side and top plates, and the radial plates connecting the inner and outer shells.

In the finite element analysis, the concrete is modeled as an equivalent pressure load applied over the baseplate as well as the four horizontal inlet vent plates. In reality, the concrete is supported only at the four inlet vents, directly above the hydraulic jacks. In other words, the concrete has sufficient strength to carry its own weight between these four support locations. The average shear stress in the concrete on a vertical cross section at the edge of an inlet vent is calculated as:

$$\tau_{concrete} = \frac{\rho V}{2A}$$

where:

ρ	equals the weight density of concrete;
V	equals the volume of unsupported concrete between two adjacent inlet vents;
A	cross-sectional area of concrete at location of maximum shear stress;

For $\rho = 160.8$ lb/ft^3, $V = 231$ ft^3, and $A = 5{,}665$ in^2 (= 27.5 in $\times$ 206 in), the average shear stress is only 3.28 psi, which is negligible compared to the allowable shear stress of 126.5 psi for 4,000 psi compressive strength concrete. If the density of concrete is increased to 200 lb/ft^3, the shear stress increases by roughly 0.8 psi. Clearly, the concrete can support this load. Moreover, the positive effect that the concrete strength has on the results outweighs any adverse impact due to high density concrete. Therefore, the safety factors reported in this subsection ~~Appendix 3.D~~ (where the concrete is treated like water) for the bottom lift remain conservative for concrete densities up to 200 lb/ft^3.

For the analysis of the "top lift" scenario, a three-dimensional 1/8-symmetry finite element model of the top segment of HI-STORM 100 storage overpack is constructed. The metal HI-STORM 100 material is modeled (shells, radial plates, lifting block, ribs, vent plates, etc.) using shell or solid elements. Lumped weights are used to ensure that portions of the structure not modeled are, in fact, properly represented as part of a lifted load. The model is supported vertically at the lifting lug. The results are reported in tabular form at the end of this subsection.

The finite element results for the HI-STORM 100 ~~in Appendix 3.D~~, as well as the results of similar analyses for the HI-STORM 100S, are based on inner and outer shell thicknesses of 1-1/4” and 3/4”, respectively. Per Bill of Material 1575 and Drawing 3669, the thickness of both shells may be changed to 1” as an option for the HI-STORM 100 and 100S overpacks. With respect to the lifting

analyses, the 1" thick inner and outer shells would have a negligible effect on the maximum calculated stress in the inlet vent horizontal plate, the HI-STORM baseplate, and the radial ribs. Therefore, the safety factors reported below for the HI-STORM 100 and 100S are valid for either thickness option.

To provide an alternate calculation to demonstrate that the bolt anchor blocks are adequate, we compute the average normal stress in the net metal area of the block under three times the lifted load. Further conservatism is introduced by including an additional 15% for dynamic amplification, i.e., the total load is equal to 3D*.

The average normal load in one bolt anchor block is

Load = 3 x 1.15 x 360,000 lb./4 = 310,500 lb.   (Weight comes from Table 3.2.1)

The net area of the bolt anchor block is

Area = (3.14159)/4 x (5" x 5" - 3.25" x 3.25") = 11.34 sq. inch   (Dimensions from BM-1575)

Therefore, the safety factor (yield strength at 350 degrees F/calculated stress from Table 3.3.3) is

SF = 31,400 psi/ (Load/Area) = 1.14

The shear stress in the threads of the lifting block is also examined. This analysis considers a cylindrical area of material under an axial load resisting the load by shearing action. The diameter of the area is the basic pitch diameter of the threads, and the length of the cylinder is the thread engagement length.

The analysis also examines the capacity of major welds in the load path and the compression capacity of the pedestal shield and pedestal shield shell.

The table below summarizes key results obtained from the analyses described above for the HI-STORM 100.

HI-STORM 100 Top and Bottom Lifting Analyses†‡			
Item	**Value (ksi)**	**Allowable (ksi)**	**Safety Factor**
Primary Membrane plus Bending - Bottom Lift - Inlet Vent Plates - Region B	8.0	26.3	3.28
Primary Membrane - Top Lift - Radial Rib Under Lifting Block - Region B	6.67	17.5	2.63
Primary Membrane plus Bending – Top Lift - Baseplate – Region B	7.0	26.3	3.75
Primary Membrane Region A (3D*)	19.97	33.15	1.66
Primary Membrane plus Bending Region A (3D*)	24.02	33.15	1.38
Lifting Block Threads - Top Lift –Region A (3D*)	10.67	18.84	1.76
Lifting Stud - Top Lift –Region A (3D*)	43.733	108.8	2.49
Welds – Anchor Block-to-Radial Rib Region B	5.74	19.695	3.43
Welds – Anchor Block-to-Radial Rib Region A (3D*)	17.21	19.62	1.14
Welds – Radial Rib-to-Inner and Outer Shells Region B	5.83	21.00	3.60
Welds – Radial Rib-to-Inner and Outer Shells Region A (3D*)	17.49	19.89	1.13
Weld – Baseplate-to Inner Shell Region A (3D*)	1.59	19.89	12.48
Weld – Baseplate-to-Inlet Vent Region A (3D*)	14.89	19.89	1.33
Pedestal Shield Concrete (3D*)	0.096	1.266	13.19
Pedestal Shell (3D*)	3.269	33.15	10.14

† Regions A and B are defined at beginning of Subsection 3.4.3

‡ The lifted load is 360000 lb. and an inertia amplification of 15% is included.

It is concluded that all structural integrity requirements are met during a lift of the HI-STORM 100 storage overpack under either the top lift or the bottom lift scenario. All factors of safety are greater than 1.0 using criteria from the ASME Code Section III, Subsection NF for Class 3 plate and shell supports and from USNRC Regulatory Guide 3.61.

Similar calculations have been performed for the HI-STORM 100S where differences in configuration warrant. The results are summarized in the table below:

HI-STORM 100S Top and Bottom Lifting Analyses†‡			
Item	**Value (ksi)**	**Allowable (ksi)**	**Safety Factor**
Primary Membrane plus Bending - Bottom Lift - Inlet Vent Plates - Region A (3D*)	9.824	33.15	3.374
Lifting Block Threads - Top Lift –Region A (3D*)	5.608	18.840	3.36
Lifting Stud - Top Lift –Region A (3D*)	49.806	83.7	1.68
Welds – Anchor Block-to-Radial Rib Region B	5.556	21.0	3.78
Welds – Anchor Block-to-Radial Rib Region A (3D*)	16.670	18.84	1.13
Welds – Radial Rib-to-Inner and Outer Shells Region B	5.631	21.00	3.73
Welds – Radial Rib-to-Inner and Outer Shells Region A (3D*)	16.895	19.89	1.18
Weld – Baseplate-to Inner Shell Region A (3D*)	1,592	19.89	12.49
Weld – Baseplate-to-Inlet Vent Region A (3D*)	8.982	19.89	2.214
Radial Rib Membrane Stress – Bottom Lift Region A (3D*)	10.58	33.15	3.132
Pedestal Shield Concrete (3D*)	0.095	1.535	16.17
Pedestal Shell (3D*)	3.235	33.15	10.24

† Regions A and B are defined at beginning of Subsection 3.4.3

‡ The lifted load is 410,000 lb. and an inertia amplification of 15% is included. The increased weight (over the longer HI-STORM 100) comes from conservatively assuming an increase in concrete weight density in the HI-STORM 100S overpack and lid to provide additional safety margin.

Similar calculations have been performed for the HI-STORM 100S, Version B where differences in configuration warrant. The results are summarized in the table below for the heaviest HI-STORM 100S Version B (using high density concrete and with SA 564-630 stud material):

HI-STORM 100S Version B Top and Bottom Lifting Analyses			
Item	**Value (ksi)**	**Allowable (ksi)**	**Safety Factor**
Primary Membrane - Bottom Lift - Inlet Vent Plates - Region A (3D*)	27.06	33.15	1.22
Primary Membrane + Bending - Bottom Lift - Inlet Vent Plates - Region A (3D*)	20.455	33.15	1.62
Lifting Block Threads - Top Lift –Region A (3D*)	6.548	19.620	3.00
Lifting Stud - Top Lift –Region A (3D*)	49.199	108.8	2.21
Welds – Anchor Block-to-Radial Rib Region B	5.507	19.695	3.58
Welds – Anchor Block-to-Radial Rib Region A (3D*)	16.523	19.620	1.19
Welds – Radial Rib-to-Inner and Outer Shells Region B	6.120	21.00	3.43
Welds – Radial Rib-to-Inner and Outer Shells Region A (3D*)	18.36	19.89	1.08
Weld – Baseplate-to Inner Shell Region A (3D*)	2.724	19.89	7.302
Radial Rib to Inner and Outer Shell – Bottom Lift Region A (3D*)	17.761	19.89	1.12

For the longest HI-STORM 100S, Version B, with high-density concrete, the lifted load is 406,400 lb.

It is concluded that all structural integrity requirements are met during a lift of the HI-STORM 100, HI-STORM 100S, and HI-STORM 100S, Version B storage overpacks under either the top lift or the bottom lift scenario. All factors of safety are greater than 1.0 using criteria from the ASME Code Section III, Subsection NF for Class 3 plate and shell supports and from USNRC Regulatory Guide 3.61.

3.4.3.6 MPC Lifting Analysis

The MPC can be inserted or removed from an overpack by lifting cleats that are designed for installation into threaded holes in the top lid. The strength requirements of the attachment bolts and base metal are examined based on the requirements of NUREG 0612. Sufficiency of thread engagement length and bolt pre-load are also considered. The MPC top closure is examined considering the top lid as "Region B", where satisfaction of ASME Code Level A requirements is demonstrated. The analysis also considers highly stressed regions of the top closure as "Region A" where applied load is 3D*. The MPC baseplate is analyzed under normal handling and subject to the allowable strengths appropriate to a component considered in "Region B". Finally, the baseplate region is further analyzed where the loading is 3D* consistent with the MPC baseplate being considered as "Region A". The definitions of "Region A", "Region B", and "3D*" as they apply to lifting analyses have been introduced at the beginning of this subsection.

The following table summarizes the minimum safety factors from these analyses. As stated earlier, safety factors tabulated below represent margins that are over and beyond those implied by the loading magnification mandated in NUREG 0612 or Regulatory Guide 3.61, as appropriate.

~~The MPC lifting analyses are found in the HI-STAR 100 FSAR (Docket 72-1008). Some results of the analyses in that document (Appendices 3.K, 3.E, 3.I and 3.Y Docket 72-1008) are summarized here for completeness.~~

Summary of MPC Lifting Analyses			
Item	**Thread Engagement Safety Factor (NUREG-0612) (Note 1)**	**Region A Safety Factor‡ (Note 2)**	**Region B Safety Factor‡ (Note 2)**
MPC	1.08	1.54~~09~~	1.08~~56~~

Notes:

1. Detailed analysis presented in Appendix 3.K of HI-STAR FSAR (Docket 72-1008).
2. Safety factor is for MPC baseplate.

~~‡ The factor reported here is for the MPC baseplate.~~

When dual lids are used on the MPC, the outer lid transfers the entire lifted load to the peripheral weld. The maximum bending stress in the outer lid from the lifted load can be conservatively computed by strength of materials theory using the solution for a simply supported circular plate under a central concentrated load equal to 115% of the bounding MPC load. The calculation and result are presented below using tabular results from Timoshenko, Strength of Materials, Vol. II, 3rd Edition.

P = 90,000 lb. x 1.15

Outer Diameter a = 67.375”

Effective Central Diameter where load is applied b= 13.675” (conservative assumption)

a/b = 5

Lid thickness = 4.75” (Dual lids)

From the reference, k=1.745 and the maximum bending stress under the amplified lifted load is

$\sigma = kP/h^2 = 8005$ psi

Table 3.4.7 provides results for the stress in the lid under normal condition internal pressure. For the case with dual lids, the stress must be doubled. From the table, the pressure stress is

S = 2 x 1,633 psi

Therefore, the combined bending stress at the center of the dual lid is 11,271. Using the allowable strength from Table 3.4.7, the safety factor is

SF = 25,450 psi/11,271 psi = 2.258

3.4.3.7 Miscellaneous Lid Lifting Analyses

The HI-STORM 100 lid lifting analysis is performed to ensure that the threaded connections provided in the lid are adequately sized. The lifting analysis of the top lid is based on a vertical orientation of loading from an attached lifting device. The top lid of the HI-STORM 100 storage overpack is lifted using four lugs that are threaded into holes in the top plate of the lid (Holtec Drawing 1495, Section 1.5). It is noted that failure of the lid attachment would not result in any event of safety consequence because a free-falling HI-STORM 100 lid cannot strike a stored MPC (due to its size and orientation). Operational limits on the carry height of the HI-STORM 100 lid above the top of the storage overpack containing a loaded MPC preclude any significant lid rotation out of the horizontal plane in the event of a handling accident. Therefore, contact between the top of the MPC and the edge of a dropped lid due to uncontrolled lowering of the lid during the lid placement operation is judged to be a non-credible scenario. Except for location of the lift points, the lifting device for the HI-STORM 100S and for the HI-STORM 100S, Version B lid is the same as for the regular HI-STORM 100 lid. Since the lid weight for the HI-STORM 100S, Version B bounds the HI-STORM 100 and the HI-STORM 100S, the calculated safety factors for the lifting of the HI-STORM 100S lid are reduced and are also reported in the summary table below.

In addition to the HI-STORM 100 top lid lifting analysis, the strength qualification of the lid lifting holes, and associated lid lifting devices, for the HI-TRAC pool lid and top lid has been performed. The qualification is based on the Regulatory Guide 3.61 requirement that a load factor of 3 results in stresses less than the yield stress. The results for the HI-TRAC 125 bound the results for the HI-TRAC 125D, and the HI-TRAC 100, since the lid weights used in the calculation are greater than or equal to all other HI-TRAC lid weights. Example commercially available lifting structures are considered and it is shown that thread engagement lengths are acceptable. Loads to lifting devices are permitted to be at a maximum angle of 45 degrees from vertical. A summary of results, pertaining to the various lid lifting operations, is given in the table below:

Summary of HI-STORM 100 Lid Lifting Analyses		
Item	**Dead Load (lb)**	**Minimum Safety Factor**
HI-STORM 100 (100S) Top Lid Lifting	23,000 (29,000†)	2.802 (2.22)
HI-TRAC Pool Lid Lifting	12,500	4.73
HI-TRAC Top Lid Lifting	2,750	11.38

† Bounding weight of HI-STORM 100S, Version B top lid with 200 pcf concrete.

The analysis demonstrates that thread engagement is sufficient for the threaded holes used solely for lid lifting and that commercially available lifting devices engaging the threaded holes, are available. We note that all reported safety factors are based on an allowable strength equal to 33.3% of the yield strength of the lid material when evaluating shear capacity of the internal threads and based on the working loads of the commercially available lifting devices associated with the respective threaded holes.

3.4.3.8 HI-TRAC Pool Lid Analysis - Lifting MPC From the Spent Fuel Pool (Load Case 01 in Table 3.1.5)

During lifting of the MPC from the spent fuel pool, the HI-TRAC pool lid supports the weight of a loaded MPC plus water (see Figure 3.4.21). Calculations are performed to show structural integrity under this condition for both the HI-TRAC 100 and the HI-TRAC 125 transfer casks. In accordance with the general guidelines set down at the beginning of Subsection 3.4.3, the pool lid is considered as both Region A and Region B for evaluating safety factors. The analysis shows that the stress in the pool lid top plate is less than the Level A allowable stress under pressure equivalent to the heaviest MPC, contained water, and lid self weight (Region B evaluation). Stresses in the lids and bolts are also shown to be below yield under three times the applied lifted load (Region A evaluation using Regulatory Guide 3.61 criteria). The threaded holes in the HI-TRAC pool lid are also examined for acceptable engagement length under the condition of lifting the MPC from the pool. It is demonstrated that the pool lid peripheral bolts have adequate engagement length into the pool lid to permit the transfer of the required load. The safety factor is defined based on the strength limits imposed by Regulatory Guide 3.61.

The following table summarizes the results of the analyses for the HI-TRAC pool lid, as well as the results of similar calculations for the HI-TRAC 125D. Results given in the following table compare calculated stress (or load) and allowable stress (or load). In all cases, the safety factor is defined as the allowable value divided by the calculated value.

HI-TRAC Pool Lid Lifting a Loaded MPC Evaluation†			
Item	**Value (ksi)**	**Allowable (ksi)**	**Safety Factor**
Lid Bending Stress - HI-TRAC 125 - Region B Analysis - Pool Lid Top Plate	10.1	26.3	2.604
Lid Bending Stress - HI-TRAC 125 - Region B Analysis - Pool Lid Bottom Plate	5.05	26.3	5.208
Lid Bending Stress - HI-TRAC 100 - Region B Analysis- Pool Lid Top Plate	10.06	26.3	2.614
Lid Bending Stress - HI-TRAC 100 - Region B Analysis- Pool Lid Bottom Plate	6.425	26.3	4.093
Lid Bending Stress - HI-TRAC 125D - Region B Analysis - Pool Lid Top Plate	10.1	26.3	2.604
Lid Bending Stress - HI-TRAC 125D - Region B Analysis - Pool Lid Bottom Plate	5.05	26.3	5.208
Lid Bolt Stress - HI-TRAC 125 – (3D*)	18.92	95.0	5.02
Lid Bolt Stress - HI-TRAC 100 – (3D*)	18.21	95.0	5.216
Lid Bolt Force - HI-TRAC 125D – (3D*)	25.77‡	84.05‡	3.262
Lid Bending Stress - HI-TRAC 125 - Region A Analysis - Pool Lid Top Plate (3D*)	30.3	33.15	1.094
Lid Bending Stress - HI-TRAC 125 - Region A Analysis - Pool Lid Bottom Plate (3D*)	15.15	33.15	2.188
Lid Bending Stress –HI-TRAC 100 – Region A Analysis- Pool Lid Top Plate (3D*)	30.19	33.15	1.098
Lid Bending Stress –HI-TRAC 100 – Region A Analysis- Pool Lid Bottom Plate (3D*)	19.28	33.15	1.72
Lid Bending Stress - HI-TRAC 125D - Region A Analysis - Pool Lid Top Plate (3D*)	30.3	33.15	1.094
Lid Bending Stress –HI-TRAC 125D – Region A Analysis- Pool Lid Bottom Plate (3D*)	15.15	33.15	2.188
Lid Thread Engagement Length (HI-TRAC 125)	137.5‡	324.6‡	2.362

† Region A and B defined at beginning of Subsection 3.4.3.
‡ Calculated and allowable value for this item in (kips).

3.4.3.9 HI-TRAC Transfer Lid Analysis - Lifting MPC Away from Spent Fuel Pool (Load Case 01 in Table 3.1.5)

During transfer to or from a storage overpack using a HI-TRAC 125 or a HI-TRAC 100, the HI-TRAC transfer lid supports the weight of a loaded MPC. Figure 3.4.21 illustrates the lift operation. In accordance with the general lifting analysis guidelines, the transfer lid should be considered as both a Region A (Regulatory Guide 3.61 criteria) and a Region B location (ASME Section III, Subsection NF for Class 3 plate and shell structures) for evaluation of safety factors. The HI-TRAC 125 transfer lid and the HI-TRAC 100 transfer lid are analyzed separately because of differences in geometry. The HI-TRAC 125D employs a specially designed mating device in combination with the pool lid to transfer a loaded MPC to or from a storage overpack. Thus, a transfer lid analysis is not performed for the HI-TRAC 125D. Results for the HI-TRAC 125D pool lid are presented in the previous subsection.

It is shown that the transfer lid doors can support a loaded MPC together with the door weight without exceeding ASME NF stress limits and the more conservative limits of Regulatory Guide 3.61. It is also shown that the connecting structure transfers the load to the cask body without overstress. The following tables summarize the results for both HI-TRAC casks:

HI-TRAC 125 Transfer Lid – Lifting Evaluation†			
Item	**Value (ksi)**	**Allowable (ksi)**	**Safety Factor**
HI-TRAC 125 - Door Plate – (3D*)	9.381	32.7	3.486
HI-TRAC 125 - Door Plate – Region B	3.127	26.25	8.394
HI-TRAC 125 – Wheel Track (3D*)	26.91	36.0	1.338
HI-TRAC 125 - Door Housing Bottom Plate-Region B	7.701	26.25	3.409
HI-TRAC 125 - Door Housing Bottom Plate-(3D*)	23.103	32.7	1.415
HI-TRAC 125 - Door Housing Stiffeners- (3D*)	4.131	32.7	7.913
HI-TRAC 125 - Housing Bolts-Region B	29.96	57.5	1.919
HI-TRAC 125 – Housing Bolts (3D*)	89.88	95.0	1.057
HI-TRAC 125 – Lid Top Plate (3D*)	30.907	32.7	1.058

† Region A and B defined at beginning of Subsection 3.4.3

HI-TRAC 100 Transfer Lid – Lifting Evaluation†			
Item	**Value (ksi)**	**Allowable (ksi)**	**Safety Factor**
HI-TRAC 100 - Door Plate – (3D*)	22.188	32.7	1.474
HI-TRAC 100 - Door Plate – Region B	7.396	26.25	3.549
HI-TRAC 100 – Wheel Track (3D*)	13.011	36.0	2.767
HI-TRAC 100 – Door Housing Bottom Plate- Region B	7.447	26.25	3.525
HI-TRAC 100 – Door Housing Bottom Plate- (3D*)	22.336	32.7	1.464
HI-TRAC 100 – Door Housing Stiffeners- (3D*)	4.917	32.7	6.65
HI-TRAC 100 – Welds Connecting Door Housing Stiffeners (3D*)	11.802	32.7	2.771
HI-TRAC 100 - Housing Bolts-Region B	22.478	57.5	2.558
HI-TRAC 100 – Housing Bolts (3D*)	67.423	95.0	1.409
HI-TRAC 100 – Lid Top Plate (3D*)	19.395	32.7	1.686

† Region A and B defined at beginning of Subsection 3.4.3

3.4.3.10 HI-TRAC Bottom Flange Evaluation during Lift (Load Case 01 in Table 3.1.5)

During a lifting operation, the HI-TRAC transfer cask body supports the load of a loaded MPC, and the transfer lid (away from the spent fuel pool) or the pool lid plus contained water (lifting from the spent fuel pool). In either case, the load is transferred to the bottom flange of HI-TRAC through the bolts and a state of stress in the flange and the supporting inner and outer shells is developed. Figure 3.4.21 illustrates the lifting operation. This area of the HI-TRAC 125 is analyzed to demonstrate that the required limits on stress are maintained for both ASME and Regulatory Guide 3.61. The bottom flange is considered as an annular plate subject to a total bolt load acting at the bolt circle and supported by reaction loads developed in the inner and outer shells of HI-TRAC. The solution for maximum flange bending stress is found in the classical literature and stresses and corresponding safety factors developed for the bottom flange and for the outer and inner shell weld shear stress. Since the welds are partial penetration, weld stress evaluation bounds an evaluation of direct stress. The table below summarizes the results of the evaluation.

Safety Factors in HI-TRAC Bottom Flange During a Lift Operation			
Item	**Value(ksi)**	**Allowable(ksi)**	**Safety Factor**
Bottom Flange – Region B	7.798	26.25	3.37
Bottom Flange (3D*)	23.39	33.15	1.42
Outer Shell (3D*)	4.773	33.15	6.94

The bottom flange of the HI-TRAC 125D is different from the HI-TRAC 125 in several respects. Namely, the thickness of the bottom flange is less, and the groove weld connecting the bottom flange to the inner shell is smaller. In addition, the bottom flange of the HI-TRAC 125D is reinforced by eight gusset plates, whereas the HI-TRAC 125 bottom flange is not reinforced. Therefore, to account for these differences, the evaluation described above has been repeated for the HI-TRAC 125D. The results for the HI-TRAC 125D are summarized in the table below. Note that the following results are conservative since the HI-TRAC 125D bottom flange evaluation neglects the reinforcing strength of the gusset plates.

Safety Factors in HI-TRAC 125D Bottom Flange During a Lift Operation			
Item	**Value(ksi)**	**Allowable(ksi)**	**Safety Factor**
Bottom Flange – Region B	9.594	26.25	2.74
Bottom Flange (3D*)	28.78	33.15	1.15
Outer Shell (3D*)	4.710	33.15	7.04

3.4.3.11 Conclusion

Synopses of lifting device, device/component interface, and component stresses, under all contemplated lifting operations for the HI-STORM 100 System have been presented in the foregoing. The HI-STORM storage overpack and the HI-TRAC transfer cask have been evaluated for limiting stress states. The results show that all factors of safety are greater than 1.

3.4.4 Heat

The thermal evaluation of the HI-STORM 100 System is reported in Chapter 4.

3.4.4.1 Summary of Pressures and Temperatures

Design pressures and design temperatures for all conditions of storage are listed in Tables 2.2.1 and 2.2.3, respectively.

3.4.4.2 Differential Thermal Expansion

Consistent with the requirements of Reg. Guide 3.61, Load Cases F1 (Table 3.1.3) and E4 (Table 3.1.4) are defined to study the effect of differential thermal expansion among the constituent components in the HI-STORM 100 System. The temperatures necessary to perform the differential thermal expansion analyses for the MPC in the HI-STORM 100 and HI-TRAC casks are provided in Chapter 4. The material presented in Subsection 4.4.6~~5~~ demonstrates that a physical interference between discrete components of the HI-STORM 100 System (e.g. storage overpack and enclosure vessel) will not develop due to differential thermal expansion during any operating condition.

3.4.4.2.1 Normal Hot Environment

Closed form calculations are performed in Subsection 4.4.6~~5~~ to demonstrate that initial gaps between the HI-STORM 100 storage overpack or the HI-TRAC transfer cask and the MPC canister, and between the MPC canister and the fuel basket, will not close due to thermal expansion of the system components under loading conditions, defined as F1 and E4 in Tables 3.1.3 and 3.1.4, respectively. To assess this in the most conservative manner, the thermal solutions computed in Chapter 4, including the thermosiphon effect, are surveyed for the following information.

- The radial temperature distribution in each of the fuel baskets at the location of peak center metal temperature.

- The highest and lowest mean temperatures of the canister shell for the hot environment condition.

~~Tables 4.4.9, 4.4.10, 4.4.26, and 4.4.27 present the resulting temperatures used in the evaluation of the MPC expansion in the HI-STORM 100 storage overpack. Table 4.5.2 presents similar results for the MPC in the HI-TRAC transfer cask.~~

Using the above temperature information~~ in the above-mentioned tables~~, simplified thermoelastic solutions of equivalent axisymmetric problems are used to obtain conservative estimates of gap closures. The following procedure, which conservatively neglects axial variations in temperature distribution, is utilized.

1. Use the surface temperature information for the fuel basket to define a parabolic distribution in the fuel basket that bounds (from above) the actual temperature distribution. Using this result, generate a conservatively high estimate of the radial and axial growth of the different fuel baskets using classical closed form solutions for thermoelastic deformation in cylindrical bodies.

2. Use the temperatures obtained for the canister to predict an estimate of the radial and axial growth of the canister to check the canister-to-basket gaps.

3. Use the temperatures obtained for the canister to predict an estimate of the radial and axial growth of the canister to check the canister-to-storage overpack and canister-to-HI-TRAC gaps.

4. For given initial clearances, compute the operating clearances.

The results are summarized in Table 4.4.10 ~~Subsection 4.4.5~~ for normal storage conditions. ~~It can be verified by referring to the Design Drawings provided in Section 1.5 of this report and Subsection 4.4.5, that t~~The clearances between the MPC basket and canister structure, as well as between the MPC shell and storage overpack or HI-TRAC inside surface, are sufficient to preclude a temperature induced interference from differential thermal expansions under normal operating conditions.

3.4.4.2.2 Fire Accident

It is shown in Chapter 4~~11~~ that the fire accident has a small effect on the MPC temperatures because of the short duration of the fire accidents and the large thermal inertia of the storage overpack. Therefore, a structural evaluation of the MPC under the postulated fire event is not required. The conclusions reached in Subsection 3.4.4.2.1 are also appropriate for the fire accident with the MPC housed in the storage overpack. Analysis of fire accident temperatures of the MPC housed within the HI-TRAC for thermal expansion is unnecessary, as the HI-TRAC, directly exposed to the fire, expands to increase the gap between the HI-TRAC and MPC.

As expected, the external surfaces of the HI-STORM 100 storage overpack that are directly exposed to the fire event experience maximum rise in temperature. The outer shell and top plate in the top lid are the external surfaces that are in direct contact with heated air from fire. The table below, extracted from data provided in Chapter 4~~11~~, provides the maximum temperatures attained at the key locations in HI-STORM 100 storage overpack under the postulated fire event.

Component	Maximum Fire Condition Temperature (Deg. F)
Storage Overpack Inner Shell	300
Storage Overpack Radial Concrete Mid-Depth	184
Storage Overpack Outer Shell	570
Storage Overpack Lid	<570

The following conclusions are readily reached from the above table.

- The maximum metal temperature of the carbon steel shell most directly exposed to the combustion air is well below 600°F (Table 2.2.3 applicable short-term temperature limit). 600°F is well below the permissible temperature limit in the ASME Code for the outer shell material.

- The bulk temperature of concrete is well below the normal condition temperature limit of 300°F specified in Table 2.2.3 and Appendix 1.D. ACI -349-85 permits 350°F as the short-term temperature limit; the shielding concrete in the HI-STORM 100 Overpack, as noted in Appendix 1.D, will comply with the specified compositional and manufacturing provisions of ACI -349-85. As the detailed information in Section 4.6~~11.2~~ shows, the radial extent in the concrete where the local temperature exceeds 350°F begins at the outer shell/concrete interface and ends in less than one-inch. Therefore, the potential loss in the shielding material's effectiveness is less than 4% of the concrete shielding mass in the overpack annulus.

- The metal temperature of the inner shell does not exceed 300°F at any location, which is below the accident condition temperature limit of 400°F specified in Table 2.2.3 for the inner shell.

- The presence of a stitch weld between the overpack inner shell and the overpack top plate ensures that there will be no pressure buildup in the concrete annulus due to the concrete losing water that then turns to steam.

The above summary confirms that the postulated fire event will not jeopardize the structural integrity of the HI-STORM 100 Overpack or significantly diminish its shielding effectiveness.

The above conclusions, as relevant, also apply to the HI-TRAC fire considered in Chapter 4~~11~~. Water jacket over-pressurization is precluded by the safety valve set point. The non-structural effects of loss of water have been evaluated in Chapter 5 and shown to meet regulatory limits. Therefore, it is concluded that the postulated fire event will not cause significant loss in storage overpack or HI-TRAC shielding function.

3.4.4.3 Stress Calculations

This subsection presents calculations of the stresses in the different components of the HI-STORM 100 System from the effects of mechanical load case assembled in Section 3.1. Loading cases for the MPC fuel basket, the MPC enclosure vessel, the HI-STORM 100 storage overpack and the HI-TRAC transfer cask are listed in Tables 3.1.3 through 3.1.5, respectively. The load case identifiers defined in Tables 3.1.3 through 3.1.5 denote the cases considered.

The purpose of the analyses is to provide the necessary assurance that there will be no unacceptable risk of criticality, unacceptable release of radioactive material, unacceptable radiation levels, or impairment of ready retrievability of fuel from the MPC and the MPC from the HI-STORM 100 storage overpack or from the HI-TRAC transfer cask.

For all stress evaluations, the allowable stresses and stress intensities for the various HI-STORM 100 System components are based on bounding high metal temperatures to provide additional conservatism (Table 3.1.17 for the MPC basket, for example).

In addition to the loading cases germane to stress evaluations mentioned above, three cases pertaining to the stability of HI-STORM 100 are also considered (Table 3.1.1).

The results of various stress calculations on components are reported. The calculations are either performed directly as part of the text, or carried out in a separate calculation report that provides details of strength of materials evaluations or finite element numerical analysis. The specific calculations reported in this subsection are:

1. MPC stress calculations
2. HI-STORM 100 storage overpack stress calculations
3. HI-TRAC stress calculations

The MPC calculations reported in this document are complemented by analyses in the HI-STAR 100 Dockets. As noted earlier in this chapter, calculations for MPC components that are reported in HI-STAR 100 FSAR and SAR (Docket Numbers 72-1008 or 71-9261) are not repeated here unless geometry or load changes warrant reanalysis. For example, analysis of the MPC lid is not included in this submittal since neither the MPC lid loading nor geometry is affected by the MPC being placed in HI-TRAC or HI-STORM 100. MPC stress analyses reported herein focus on the basket and canister stress distributions due to the design basis (45g) lateral deceleration imposed by a non-mechanistic tip-over of the HI-STORM 100 storage overpack or a horizontal drop of HI-TRAC. In the submittals for the HI-STAR 100 FSAR and SAR (Docket Numbers 72-1008 and 71-9261, for storage and transport, respectively), the design basis deceleration was 60g. In this submittal the design basis deceleration is 45g. However, since the geometry of the MPC external boundary condition, viz. canister-to-storage overpack gap, has changed, a reanalysis of the MPC stresses under the lateral deceleration loads is required. This analysis is performed and the results are summarized in this subsection.

The HI-STORM 100 storage overpack and the HI-TRAC transfer cask have been evaluated for certain limiting load conditions that are germane to the storage and operational modes specified for the system in Tables 3.1.1 and 3.1.5. The determination of component safety factors at the locations considered in the HI-STORM 100 storage overpack and in the HI-TRAC transfer cask is based on the allowable stresses permitted by the ASME Code Section III, Subsection NF for Class 3 plate and shell support structures.

3.4.4.3.1 MPC Stress Calculations

The structural function of the MPC in the storage mode is stated in Section 3.1. The calculations presented here demonstrate the ability of the MPC to perform its structural function. The purpose of the analyses is to provide the necessary assurance that there will be no unacceptable risk of criticality, unacceptable release of radioactive material, or impairment of ready retrievability.

3.4.4.3.1.1 Analysis of Load Cases E.3.b, E.3.c (Table 3.1.4) and F.3.b, F.3.c (Table 3.1.3)

Analyses are performed for each of the MPC designs. The following subsections describe the model, individual loads, load combinations, and analysis procedures applicable to the MPC. Unfortunately, unlike vertical loading cases, where the analyses performed in the HI-STAR 100 dockets remain fully applicable for application in HI-STORM 100, the response of the MPC to a horizontal loading event is storage overpack-geometry dependent. Under a horizontal drop event, for example, the MPC and the fuel basket structure will tend to flatten. The restraint to this flattening offered by the storage overpack will clearly depend on the difference in the diameters of the storage overpack internal cavity and that of the outer surface of the MPC. In the HI-STORM 100 storage overpack, the diameter difference is larger than that in HI-STAR 100; therefore, the external restraint to MPC ovalization under a horizontal drop event is less effective. For this reason, the MPC stress analysis for lateral loading scenarios must be performed anew for the HI-STORM 100 storage overpack; the results from the HI-STAR 100 analyses will not be conservative. The HI-TRAC transfer casks and HI-STAR 100 overpack inner diameters are identical. Therefore, the analysis of the MPC in the HI-STAR 100 overpack under 60g's for the side impact (Docket 72-1008) bounds the analysis of the

MPC in the HI-TRAC under 45g's.

Description of Finite Element Models of the MPCs Under Lateral Loading

A finite element model of each MPC is used to assess the effects of the accident loads. The models are constructed using ANSYS [3.4.1], and they are identical to the models used in Holtec's HI-STAR 100 submittals in Docket Numbers 72-1008 and 71-9261. The following model description is common to all MPCs.

The MPC structural model is two-dimensional. It represents a one-inch long cross section of the MPC fuel basket and MPC canister.

The MPC model includes the fuel basket, the basket support structures, and the MPC shell. A basket support is defined as any structural member that is welded to the inside surface of the MPC shell. A portion of the storage overpack inner surface is modeled to provide the correct restraint conditions for the MPC. Figures 3.4.1 through 3.4.9 show typical MPC models. The fuel basket support structure shown in the figures is a multi-plate structure consisting of solid shims or support members having two separate compressive load supporting members. For conservatism in the finite element model some dual path compression members (i.e., "V" angles) are simulated as single columns. Therefore, the calculated stress intensities in the fuel basket angle supports from the finite element solution are conservatively overestimated in some locations.

The ANSYS model is not intended to resolve the detailed stress distributions in weld areas. Individual welds are not included in the finite element model. A separate analysis for basket welds and for the basket support "V" angles is performed outside of ANSYS.

No credit is taken for any load support offered by the neutron absorber panels, sheathing, and the aluminum heat conduction elements. Therefore, these so-called non-structural members are not represented in the model. The bounding MPC weight used, however, does include the mass contributions of these non-structural components.

The model is built using five ANSYS element types: BEAM3, PLANE82, CONTAC12, CONTAC26, and COMBIN14. The fuel basket and MPC shell are modeled entirely with two-dimensional beam elements (BEAM3). Plate-type basket supports are also modeled with BEAM3 elements. Eight-node plane elements (PLANE82) are used for the solid-type basket supports. The gaps between the fuel basket and the basket supports are represented by two-dimensional point-to-point contact elements (CONTAC12). Contact between the MPC shell and the storage overpack is modeled using two-dimensional point-to-ground contact elements (CONTAC26) with an appropriate clearance gap.

Two orientations of the deceleration vector are considered. The 0-degree drop model includes the storage overpack-MPC interface in the basket orientation illustrated in Figure 3.1.2. The 45-degree drop model represents the storage overpack-MPC interface with the basket oriented in the manner of Figure 3.1.3. The 0-degree and the 45-degree drop models are shown in Figures 3.4.1 through 3.4.6. Table 3.4.1 lists the element types and number of elements for current MPCs.

A contact surface is provided in the model used for drop analyses to represent the interface between the storage overpack channels and the MPC. As the MPC makes contact with the storage overpack, the MPC shell deforms to mate with the channels that are welded at equal intervals around the storage overpack inner surface. The nodes that define the elements representing the fuel basket and the MPC shell are located along the centerline of the plate material. As a result, the line of nodes that forms the perimeter of the MPC shell is inset from the real boundary by a distance that is equal to half of the shell thickness. In order to maintain the specified MPC shell/storage overpack gap dimension, the radius of the storage overpack channels is decreased by an equal amount in the model.

The three discrete components of the HI-STORM 100 System, namely the fuel basket, the MPC shell, and the storage overpack or HI-TRAC transfer cask, are engineered with small diametral clearances which are large enough to permit unconstrained thermal expansion of the three components under the rated (maximum) heat duty condition. A small diametral gap under ambient conditions is also necessary to assemble the system without physical interference between the contiguous surfaces of the three components. The required gap to ensure unrestricted thermal expansion between the basket and the MPC shell is small and will further decrease under maximum heat load conditions, but will introduce a physical nonlinearity in the structural events involving lateral loading (such as side drop of the system) under ambient conditions. It is evident from the system design drawings that the fuel basket that is non-radially symmetric is in proximate contact with the MPC shell at a discrete number of locations along the circumferences. At these locations, the MPC shell, backed by the channels attached to the storage overpack, provides a support line to the fuel basket during lateral drop events. Because the fuel basket, the MPC shell, and the storage overpack or HI-TRAC are all three-dimensional structural weldments, their inter-body clearances may be somewhat uneven at different azimuthal locations. As the lateral loading is increased, clearances close at the support locations, resulting in the activation of the support from the storage overpack or HI-TRAC.

The bending stresses in the basket and the MPC shell at low lateral loading levels which are too small to close the support location clearances are secondary stresses since further increase in the loading will activate the storage overpack's or HI-TRAC's transfer cask support action, mitigating further increase in the stress. Therefore, to compute primary stresses in the basket and the MPC shell under lateral drop events, the gaps should be assumed to be closed. However, in the analyses, we have conservatively assumed that an initial gap of 0.1875" exists, in the direction of the applied deceleration, at all support locations between the fuel basket and the MPC shell and that the clearance gap between the shell and the storage overpack at the support locations is 3/16". In the evaluation of safety factors for the MPC-24, MPC-32, and MPC-68, the total stress state produced by the applied loading on these configurations is conservatively compared with primary stress levels, even though the self-limiting stresses should be considered secondary in the strict definition of the Code. To illustrate the conservatism, we have eliminated the secondary stress (that develops to close the clearances) in the comparison with primary stress allowable values and report safety factors for the MPC-24E that are based only on primary stresses necessary to maintain equilibrium with the inertia forces.

ANSYS requires that for a static solution all bodies be constrained to prevent rigid body motion. Therefore, in the 0 degree and 45 degree drop models, two-dimensional linear spring elements (COMBIN14) join the various model components, i.e., fuel basket and enclosure vessel, at the point of initial contact. This provides the necessary constraints for the model components in the direction of the impact. By locating the springs at the points of initial contact, where the gaps remain closed, the behavior of the springs is identical to the behavior of a contact element. Linear springs and contact elements that connect the same two components have equal stiffness values.

Description of Individual Loads and Boundary Conditions Applied to the MPCs

The method of applying each individual load to the MPC model is described in this subsection. The individual loads are listed in Table 2.2.14. A free-body diagram of the MPC corresponding to each individual load is given in Figures 3.4.7-3.4.9. In the following discussion, reference to vertical and horizontal orientations is made. Vertical refers to the direction along the cask axis, and horizontal refers to a radial direction.

Quasi-static structural analysis methods are used. The effects of any dynamic load factors (DLFs) are included in the final evaluation of safety factors. All analyses are carried out using the design basis decelerations in Table 3.1.2.

The MPC models used for side drop evaluations are shown in Figures 3.4.1 through 3.4.6. In each model, the fuel basket and the enclosure vessel are constrained to move only in the direction that is parallel to the acceleration vector. The storage overpack inner shell, which is defined by three nodes needed to represent the contact surface, is fixed in all degrees of freedom. The fuel basket, enclosure vessel, and storage overpack inner shell are all connected at one location by linear springs, as described in Subsection 3.4.4.3.1.1 (see Figure 3.4.1, for example). Detailed side drop evaluations here focus on an MPC within a HI-STORM 100 storage overpack. Since the analyses performed in Docket Number 72-1008 for the side drop condition in the HI-STAR 100 storage overpack demonstrates a safe condition under a 60g deceleration, no new analysis is required for the MPC and contained fuel basket and fuel during a side drop in the HI-TRAC, which is limited to a 45g deceleration (HI-TRAC and HI-STAR 100 overpacks have the same inside dimensions).

Accelerations

During a side impact event, the stored fuel is directly supported by the cell walls in the fuel basket. Depending on the orientation of the drop, 0 or 45 degrees (see Figures 3.4.8 and 3.4.9), the fuel is supported by either one or two walls. In the finite element model this load is effected by applying a uniformly distributed pressure over the full span of the supporting walls. The magnitude of the pressure is determined by the weight of the fuel assembly ~~(Table 2.1.6)~~, the axial length of the fuel basket support structure, the width of the cell wall, and the impact acceleration. It is assumed that the load is evenly distributed along an axial length of basket equal to the fuel basket support structure. For example, the pressure applied to an impacted cell wall during a 0-degree side drop event is calculated as follows:

$$p = \frac{a_n W}{L\,c}$$

where:

p = pressure

a_n = ratio of the impact acceleration to the gravitational acceleration

W = weight of a stored fuel assembly

L = axial length of the fuel basket support structure

c = width of a cell wall

For the case of a 45-degree side drop the pressure on any cell wall equals p (defined above) divided by the square root of 2.

It is evident from the above that the effect of deceleration on the fuel basket and canister metal structure is accounted for by amplifying the gravity field in the appropriate direction.

Internal Pressure

Design internal pressure is applied to the MPC model. The inside surface of the enclosure vessel shell is loaded with pressure. The magnitude of the internal pressure applied to the model is taken from Table 2.2.1.

For this load condition, the center node of the fuel basket is fixed in all degrees of freedom to numerically satisfy equilibrium.

Temperature

Temperature distributions are developed in Chapter 4 and applied as nodal temperatures to the finite element model of the MPC enclosure vessel (confinement boundary). Maximum design heat load has been used to develop the temperature distribution used to demonstrate compliance with ASME Code stress intensity levels.

Analysis Procedure

The analysis procedure for this set of load cases is as follows:

1. The stress intensity and deformation field due to the combined loads is determined by the finite element solution. Results are postprocessed and tabulated in the calculation package associated with this FSAR.

2. The results for each load combination are compared to allowables. The comparison with allowable values is made in Subsection 3.4.4.4.

3.4.4.3.1.2 Analysis of Load Cases E1.a and E1.c (Table 3.1.4)

Since the MPC shell is a pressure vessel, the classical Lame's calculations should be performed to demonstrate the shell's performance as a pressure vessel. We note that dead load has an insignificant effect on this stress state. We first perform calculations for the shell under internal pressure. Subsequently, we examine the entire confinement boundary as a pressure vessel subject to both internal pressure and temperature gradients. Finally, we perform confirmatory hand calculations to gain confidence in the finite element predictions.

The stress from internal pressure is found for normal and accident pressures conditions using classical formulas:

Define the following quantities:

P = pressure, r = MPC radius, and t = shell thickness.

Using classical thin shell theory, the circumferential stress, $\sigma_1 = Pr/t$, the axial stress $\sigma_2 = Pr/2t$, and the radial stress $\sigma_3 = -P$ are computed for both normal and accident internal pressures. The results are given in the following table (conservatively using the outer radius for r):

Classical Shell Theory Results for Normal and Accident Internal Pressures				
Item	**σ_1 (psi)**	**σ_2 (psi)**	**σ_3 (psi)**	**$\sigma_1 - \sigma_3$ (psi)**
P= 100 psi	6838	3419	-100	6938
P= 200 psi	13675	6838	-200	13875

- Finite Element Analysis (Load Case E1.a and E1.c of Table 3.1.4)

The MPC shell, the top lid, and the baseplate together form the confinement boundary (enclosure vessel) for storage of spent nuclear fuel. In this section, we evaluate the operating condition consisting of dead weight, internal pressure, and thermal effects for the hot condition of storage. The top and bottom plates of the MPC enclosure vessel (EV) are modeled using plane axisymmetric elements, while the shell is modeled using the axisymmetric thin shell element. The thickness of the top lid varies in the different MPC types and can be either a single thick lid, or two dual lids welded around their common periphery; the minimum thickness top lid is modeled in the finite element analysis. As applicable, the results for the MPC top lid are modified to account for the fact that in the dual lid configuration, the two lids act independently under mechanical loading. The temperature distributions for all MPC constructions are nearly identical in magnitude and gradient and reflect the

thermosiphon effect inside the MPC. Temperature differences across the thickness of both the baseplate and the top lid exist during HI-STORM 100's operations. There is also a thermal gradient from the center of the top lid and baseplate out to the shell wall. The metal temperature profile is essentially parabolic from the centerline of the MPC out to the MPC shell. There is also a parabolic temperature profile along the length of the MPC canister. Figure 3.4.11 shows a sketch of the confinement boundary structure with identifiers A-I locating points where temperature input data is used to represent a continuous temperature distribution for analysis purposes. The overall dimensions of the confinement boundary are also shown in the figure.

The temperatures for confinement thermal stress analysis are determined from the thermal numerical analyses supporting the results in Chapter 4. The MPC-68 is identified to have the maximum through thickness thermal gradients. For conservatism, a bounding temperature profile is defined for all MPC types and used as input for thermal stress analysis. The particular thermal inputs used are for an MPC inside of a HI-STORM 100 or 100S; the corresponding inputs for an MPC inside of a HI-STORM 100S Version B are not bounding. Because of the intimate contact between the two lid plates when the MPC lid is a two-piece unit, there is no significant thermal discontinuity through the thickness; thermal stresses arising in the MPC top lid will be bounding when there is only a single lid. Therefore, for thermal stresses, results from the analysis that considers the lid as a one-piece unit are used and are amplified to reflect the increase in stress in the dual lid configuration.

Figure 3.4.12 shows details of the finite element model of the top lid (considered as a single piece), canister shell, and baseplate. The top lid is modeled with 40 axisymmetric quadrilateral elements; the weld connecting the lid to the shell is modeled by a single element solely to capture the effect of the top lid attachment to the canister offset from the middle surface of the top lid. The MPC canister is modeled by 50 axisymmetric shell elements, with 20 elements concentrated in a short length of shell appropriate to capture the so-called "bending boundary layer" at both the top and bottom ends of the canister. The remaining 10 shell elements model the MPC canister structure away from the shell ends in the region where stress gradients are expected to be of less importance. The baseplate is modeled by 20 axisymmetric quadrilateral elements. Deformation compatibility at the connections is enforced at the top by the single weld element, and deformation and rotation compatibility at the bottom by additional shell elements between nodes 106-107 and 107-108.

The geometry of the model is listed below (terms are defined in Figure 3.4.12):

H_t = 9.5" (the minimum total thickness lid is assumed)

R_L = 0.5 x 67.25" (Bill of Materials for Top Lid)

L_{MPC} = 190.5" (Design Drawings in Section 1.5)

t_s = 0.5"

t_{BP} = 0.5 x 68.375"

$\beta =$ $2\sqrt{R_s t_s} \approx 12"$ (the "bending boundary layer")

Stress analysis results are obtained for two cases as follows:

a. internal pressure = 100 psi

b. internal pressure = 100 psi plus applied temperatures

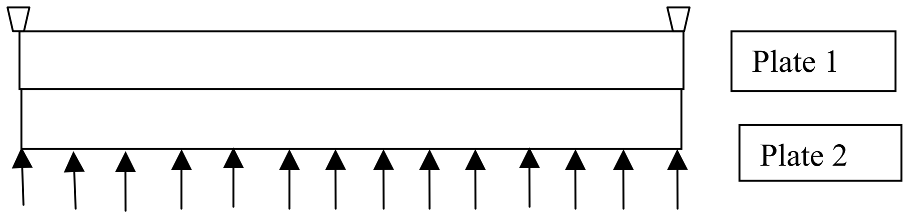
For this configuration, dead weight of the top lid acts to reduce the stresses due to pressure. For example, the equivalent pressure simulating the effect of the weight of the top lid is an external pressure of 3 psi, which reduces the pressure difference across the top lid to 97 psi. The dead weight of the top lid is neglected to provide additional conservatism in the results. The dead weight of the baseplate, however, adds approximately 0.73 psi to the effective internal pressure acting on the base. The effect of dead weight is still insignificant compared to the 100 psi design pressure, and is therefore neglected. The thermal loading in the confinement vessel is obtained by developing a parabolic temperature profile to the entire length of the MPC canister and to the top lid and baseplate. The temperature data provided at locations A-I in Figure 3.4.11 and 3.4.12 are sufficient to establish the profiles. Through-thickness temperatures are assumed linearly interpolated between top and bottom surfaces of the top lid and baseplate. Finally, in the analysis, all material properties and expansion coefficients are considered to be temperature-dependent in the model.

Results for stress intensity are reported for the case of internal pressure alone and for the combined loading of pressure plus temperature (Load Case E1.c in Table 3.1.4). Tables 3.4.7 and 3.4.8 report results at the inside and outside surfaces of the top lid and baseplate at the centerline and at the extreme radius. Canister results are reported in the "bending boundary layer" and at a location near mid-length of the MPC canister. In the tables, the calculated value is the value from the finite element analysis, the categories are P_m = primary membrane; $P_L + P_b$ = local membrane plus primary bending; and $P_L + P_b + Q$ = primary plus secondary stress intensity. The allowable strength value is obtained from the appropriate table in Section 3.1 for Level A conditions, and the safety factor SF is defined as the allowable strength divided by the calculated value. Allowable strengths for Alloy X are taken at 550 degrees F, 400 degrees F, and 500 degrees F, respectively, for the MPC lid, baseplate, and canister shell. The results given in Tables 3.4.7 and 3.4.8 demonstrate the ruggedness of the MPC as a confinement boundary. Since mechanically induced stresses in the top lid are increased when a dual lid configuration is considered, the stress results obtained from an analysis of a single top lid must be corrected to reflect the maximum stress state when a dual lid configuration is considered. The modifications required are based on the following logic:

Consider the case of a simply supported circular plate of thickness h under uniform lateral pressure "q". Classical strength of materials provides the solution for the maximum stress, which occurs at the center of the plate, in the form:

$\sigma_s = 1.225q(a/h)^2$ where a is the radius of the plate and h is the plate thickness.

Now consider the MPC simply supported top lid as fabricated from two plates “1” and “2”, of thickness h_1 and h_2, respectively, where the lower surface of plate 2 is subjected to the internal pressure “q”, the upper surface of plate 1 is the outer surface of the helium retention boundary, and the lower surface of plate 1 and the upper surface of plate 2 are in contact. The following sketch shows the dual lid configuration for the purposes of this discussion:



From classical plate theory, if it is assumed that the interface pressure between the two plates is uniform and that both plates deform to the same central deflection, then if

$h_1+h_2=h$, and if $h_2/h_1=r$

the following relations exist between the maximum stress in the two individual plates, σ_1, σ_2 and the maximum stress σ_s in the single plate of thickness “h”:

$$\frac{\sigma_1}{\sigma_s}=\frac{(1+r)^2}{(1+r^3)} \qquad \frac{\sigma_2}{\sigma_s}=\frac{(1+r)^2}{(1+r^3)}r$$

Since the two lid thicknesses are the same in the dual lid configuration, r = 1.0 so that the stresses in plates 1 and 2 are both two times larger than the maximum stress computed for the single plate lid having the same total thickness. In Tables 3.4.7 and 3.4.8, bounding results for the single~~l~~ lid configuration are reported; a doubling of the calculated stress values (and a halving of the top lid safety factors) results when the dual lid configuration is considered.

~~• Confirmatory Closed Form Solution~~

~~The results in Table 3.4.7 and 3.4.8 also show that the baseplate and the shell connection to the baseplate are the most highly stressed regions under the action of internal pressure. To confirm the finite element results, we perform an alternate closed form solution using classical plate and shell theory equations that are listed in or developed from the reference (Timoshenko and Woinowsky-Krieger, Theory of Plate and Shells, McGraw Hill, Third Edition).~~

~~Assuming that the thick baseplate receives little support against rotation from the thin shell, the bending stress at the centerline is evaluated by considering a simply supported plate of radius a and thickness h, subjected to lateral pressure p. The maximum bending stress is given by~~

$$\sigma = \frac{3(3+\nu)}{8} p \left(\frac{a}{h}\right)^2$$

~~where:~~

~~a = .5 x 68.375"~~

~~h = 2.5"~~

~~ν = 0.3 (Poisson's Ratio)~~

~~p = 100 psi~~

~~Calculating the stress in the plate gives σ = 23,142 psi.~~

~~Now consider the thin MPC shell (t = 0.5") and first assume that the baseplate provides a clamped support to the shell. Under this condition, the bending stress in the thin shell at the connection to the plate is given as~~

$$\sigma_{Bp} = 3\,p\,\frac{a}{t}\,\frac{(1-\nu/2)}{\sqrt{3}\,(1-\nu^2)^{1/2}} = 10{,}553 \text{ psi}$$

~~In addition to this stress, there is a component of stress in the shell due to the baseplate rotation that causes the shell to rotate. The joint rotation is essentially driven by the behavior of the baseplate as a simply supported plate; the shell offers little resistance because of the disparity in thickness and will essentially follow the rotation of the thick plate.~~

~~Using formulas from thin shell theory, the additional axial bending stress in the shell due to this rotation θ can be written in the form~~

$$\sigma_{B\theta} = 12\,\beta\,D_s\,\frac{\theta}{t^2}$$

~~where~~

$$\theta = pa^3/8D\,(1+\nu) * \left(1/_{1+\alpha}\right)$$

~~and~~

$$D = \frac{E\,h^3}{12(1-\nu^2)} \qquad E = \text{plate Young's Modulus}$$

$$\alpha = \frac{2\beta a t^3}{h^3(1+\nu)}$$

$$\cancel{D_s = \frac{E\,t^3}{12\,(1-\nu^2)}}$$

$$\cancel{\beta^2 = \sqrt{3(1-\nu^2)}\,/at}$$

~~Substituting the numerical values gives~~

~~$\sigma_{B\theta} = 40{,}563$ psi~~

~~We note that the approximate solution is independent of the value chosen for Young's Modulus as long as the material properties for the plate and shell are the same.~~

~~Combining the two contributions to the shell bending stress gives the total extreme fiber stress in the longitudinal direction as 51,116 psi.~~

~~The baseplate stress value, 23,142 psi, compares well with the finite element result in Table 3.4.7. The shell joint stress, 51,116 psi, is greater than the finite element result in Table 3.4.7. This is due to the local effects of the shell-to-baseplate connection offset. That is, the connection between shell and baseplate in the finite element model is at the surface of the baseplate, not at the middle surface of the baseplate. This offset will cause an additional bending moment that will reduce the rotation of the plate and hence, reduce the stress in the shell due to the rotation of the baseplate.~~

~~In summary, the approximate closed form solution confirms the accuracy of the finite element analysis in the baseplate region.~~

~~From Table 2.2.1, the off-normal design internal pressure is 110 psi, or ten percent greater than the normal design pressure. Whereas Level A service limits are used to establish allowables for the normal design pressure, Level B service limits are used for off-normal loads. Since Subsection NB of the ASME Code permits an identical 10% increase in allowable stress intensity values for primary stress intensities generated by Level B Service Loadings, it stands to reason that the safety factors reported in Tables 3.4.7 and 3.4.8 bound the case of off-normal design internal pressure.~~

~~Under the accident pressure, the MPC baseplate experiences bending. Table NB-3217-1 permits the bending stress at the outer periphery of the baseplate and in the shell wall at the connection to be considered as a secondary bending stress if the primary bending stress at the center of the baseplate can be shown to meet the stress limits without recourse to the restraint provided by the MPC shell.~~

~~To this end, the bending stress at the center of the baseplate is computed in a conservative manner assuming the baseplate is simply supported at the periphery. The bending stress for a simply supported circular plate is~~

$$\cancel{\sigma = (9/8)p\left(r/t\right)^2}$$

~~At the accident pressure, conservatively set at twice the normal operating pressure, the maximum stress is:~~

~~Bending stress at center of baseplate = 46,284 psi~~

~~Since this occurrence is treated as a Level D event, the stress intensity is compared with the limit from Table 3.1.14 and the safety factor computed as, "SF", where~~

~~SF = 67,400 psi/(46,284+200) psi = 1.45~~

3.4.4.3.1.3 Elastic Stability and Yielding of the MPC Basket under Compression Loads (Load Case F3 in Table 3.1.3)

This load case corresponds to the scenario wherein the loaded MPC is postulated to drop causing a compression state in the fuel basket panels.

a. Elastic Stability

Following the provisions of Appendix F of the ASME Code [3.4.3] for stability analysis of Subsection NG structures, (F-1331.5(a)(1)), a comprehensive buckling analysis is performed using ANSYS. For this analysis, ANSYS's large deformation capabilities are used. This feature allows ANSYS to account for large nodal rotations in the fuel basket, which are characteristic of column buckling. The interaction between compressive and lateral loading, caused by the deformation, is exactly included. Subsequent to the large deformation analysis, the basket panel that is most susceptible to buckling failure is identified by a review of the results. The lateral displacement of a node located at the mid-span of the panel is measured for the range of impact decelerations. The buckling or collapse load is defined as the impact deceleration for which a slight increase in its magnitude results in a disproportionate increase in the lateral displacement.

The stability requirement for the MPC fuel basket under lateral loading is satisfied if two-thirds of the collapse deceleration load is greater than the design basis horizontal acceleration (Table 3.1.2). This analysis was performed for the HI-STAR 100 submittal (Docket Number 72-1008) under a 60g deceleration loading. Within the HI-STAR 100 FSAR (Docket Number 72-1008), Figures 3.4.27 through 3.4.32 are plots of lateral displacement versus impact deceleration for the MPC-24, MPC-32, and MPC-68. It should be noted that the displacements (in the HI-STAR 100 FSAR) in Figures 3.4.27 through 3.4.31 are expressed in 1×10^{-1} inch and Figure 3.4.32 is expressed in 1×10^{-2} inch. The plots in the HI-STAR 100 FSAR clearly show that the large deflection collapse load of the MPC fuel basket is greater than 1.5 times the design basis deceleration for all baskets in all orientations. The

results for the MPC-24E are similar. Thus, the requirements of Appendix F are met for lateral deceleration loading under Subsection NG stress limits for faulted conditions.

An alternative solution for the stability of the fuel basket panel is obtained using the methodology espoused in NUREG/CR-6322 [3.4.13]. In particular, we consider the fuel basket panels as wide plates in accordance with Section 5 of NUREG/CR-6322. We use eq.(19) in that section with the "K" factor set to the value appropriate to a clamped panel. Material properties are selected corresponding to a metal temperature of 500 degrees F which bounds computed metal temperatures at the periphery of the basket. In general, the basket periphery sees the largest loading in an impact scenario. The critical buckling stress is:

$$\sigma_{cr} = \left(\pi / K \right)^2 \frac{E}{12(1-\nu^2)} \left(\frac{h}{a} \right)^2$$

where h is the panel thickness, a is the unsupported panel length, E is the Young's Modulus of Alloy X at 500 degrees F, ν is Poisson's Ratio, and K=0.65 (per Figure 6 of NUREG/CR-6322).

The MPC-24 has a small h/a ratio; the results of the finite element stress analyses under design basis deceleration load show that this basket is subject to the highest compressive load in the panel. Therefore, the critical buckling load is computed using the geometry of the MPC-24. The following table shows the results from the finite element stress analysis and from the stability calculation.

Panel Buckling Results From NUREG/CR-6322			
Item	**Finite Element Stress (ksi)**	**Critical Buckling Stress (ksi)**	**Factor of Safety**
Stress	12.585	45.32	3.601

For a stainless steel member under an accident condition load, the recommended safety factor is 2.12. We see that the calculated safety factor exceeds this value; therefore, we have independently confirmed the stability predictions of the large deflection analysis based on classical plate stability analysis by employing a simplified method.

Stability of the basket panels, under longitudinal deceleration loading, is demonstrated in the following manner. Under 60g deceleration in Docket Number 72-1008, the axial compressive stress in the baskets were computed for the MPC-24, 68, and 32, as:

MPC-24	3,458 psi
MPC-68	3,739 psi
MPC-32	4,001 psi

For the 45g design basis decelerations for HI-STORM 100, the basket axial stresses are reduced by 25%.

The above values represent the amplified weight, including the nonstructural sheathing and the neutron absorber material, divided by the bearing area resisting axial movement of the basket. To demonstrate that elastic instability is not a concern, the buckling stress for an MPC-24 flat panel is computed.

For elastic stability, Reference [3.4.8] provides the formula for critical axial stress as

$$\sigma_{cr} = \frac{4\,\pi^2\,E}{12\,(1-\nu^2)}\left(\frac{T}{W}\right)^2$$

where T is the panel thickness and W is the width of the panel, E is the Young's Modulus at the metal temperature and ν is the metal Poisson's Ratio. The following table summarizes the calculation for the critical buckling stress using the formula given above:

Elastic Stability Result for a Flat Panel	
Reference Temperature	725 degrees F
T (MPC-24)	5/16 inch
W	10.777 inch
E	24,600,000 psi
Critical Axial Stress	74,781 psi

It is noted the critical axial stress is an order of magnitude greater than the computed basket axial stress reported in the foregoing and demonstrates that elastic stability under longitudinal deceleration load is not a concern for any of the fuel basket configurations.

b. Yielding

The safety factor against yielding of the basket under longitudinal compressive stress from a design basis inertial loading is given, using the results for the MPC-32, by

SF = 17,100/4,001 = 4.274

Therefore, plastic deformation of the fuel basket under design basis deceleration is not credible.

3.4.4.3.1.4 MPC Baseplate Analysis (Load Cases E2, E3.a, E5)

Minimum safety factors have been reported for Load Case E2 in Subsection 3.4.3.6 where an evaluation has been performed for stresses under three times the apparent load D*. A bounding analysis is performed in the HI-STAR 100 FSAR (Docket Number 72-1008, Appendix 3.I) to evaluate the stresses in the MPC baseplate during a vertical end drop (Load Case E3.a).~~the handling of a loaded MPC. The stresses in the MPC baseplate calculated in that appendix are compared to Level A stress limits and remain unchanged whether the overpack is HI-STAR 100, HI-STORM 100, or HI-TRAC. Therefore, no new analysis is needed. We have reported results for this region in Subsection 3.4.3 where an evaluation has been performed for stresses under three times the supported load.~~ During a fire (Load Case E5), the MPC baseplate is subjected to the accident internal pressure, dead load, and the fire temperature (which serves only to lower the allowable strengths). The results for Load Cases E3.a and E5 are summarized below:

MPC Baseplate Minimum Safety Factors – Load Cases E3.a, E5			
Item	Value (ksi)	Allowable (ksi)	Safety Factor
Center of Baseplate – Primary Bending (Load Case E3.a) (Note 1)	35.93	67.32	1.87
Center of Baseplate – Primary Bending (Load Case E5)	46.38	54.23	1.17

Notes:

1. Detailed analysis presented in Appendix 3.I of HI-STAR FSAR (Docket 72-1008)

3.4.4.3.1.5 Analysis of the MPC Top Closure (Load Case E2)

The FSAR for the HI-STAR 100 System (Docket Number 72-1008, Appendix 3.E) contains stress analysis of the MPC top closure during lifting. Loadings in that analysis are also valid for the HI-STORM 100 System. From Table 2.2.1, the off-normal design internal pressure is 110 psi, or ten percent greater than the normal design pressure. Whereas Level A service limits are used to establish allowables for the normal design pressure, Level B service limits are used for off-normal loads. Since Subsection NB of the ASME Code permits an identical 10% increase in allowable stress intensity values for primary stress intensities generated by Level B Service Loadings, it stands to reason that the safety factors reported for normal pressure are also valid for the case of off-normal design internal pressure.

3.4.4.3.1.6 Structural Analysis of the Fuel Support Spacers (Load Case E3.a)

Upper and lower fuel support spacers are utilized to position the active fuel region of the spent nuclear fuel within the poisoned region of the fuel basket. It is necessary to ensure that the spacers will continue to maintain their structural integrity after an accident event. Ensuring structural integrity implies that the spacer will not buckle under the maximum compressive load, and that the maximum compressive stress will not exceed the compressive strength of the spacer material (Alloy X). Detailed calculations in Docket Number 72-1008, Appendix 3.J, demonstrate that large structural margins in the fuel spacers are available for the entire range of spacer lengths which may be used in HI-STORM 100 applications (for the various acceptable fuel types). The calculations for the HI-STORM 100 45g load are bounded by those for the HI-STAR 100 60g load.

3.4.4.3.1.7 External Pressure (Load Case E1.b, Table 3.1.4)

The design external pressure for the MPC is zero psig. The outer surface of the MPC shell is conservatively subject to a net external pressure of 2 psig. The methodology for analysis of the MPC under this external pressure is provided in the HI-STAR 100 FSAR Docket Number 72-1008. Using the identical methodology with input loads and decelerations appropriate to the HI-STORM, safety factors > 1.0 are obtained for all relevant load cases.

3.4.4.3.1.8 Miscellaneous MPC Structural Evaluations

Calculations are performed to determine the minimum fuel basket weld size, the capacity of the sheathing welds, the stresses in the MPC cover plates, and the stresses in the fuel basket angle supports. The following paragraphs briefly describe each of these evaluations.

The fillet welds in the fuel basket honeycomb are made by an autogenous operation that has been shown to produce highly consistent and porosity free weld lines. However, Subsection NG of the ASME Code permits only 40% quality credit on double fillet welds which can be only visually examined (Table NG-3352-1). Subsection NG, however, fails to provide a specific stress limit on such fillet welds. In the absence of a Code mandated limit, Holtec International's standard design procedure requires that the weld section possess as much load resistance capability as the parent metal section. Since the loading on the honeycomb panels is essentially that of section bending, it is possible to develop a closed form expression for the required weld throat thickness "t" corresponding to panel thickness "h".

The sheathing is welded to the fuel basket cell walls to protect and position the neutron absorber material. Force equilibrium relationships are used to demonstrate that the sheathing weld is adequate to support a 45g deceleration load applied vertically and horizontally to the sheathing and the confined neutron absorber material. The analysis assumes that the weld is continuous and then modifies the results to reflect the amplification due to intermittent welding.

The MPC cover plates are welded to the MPC lid during loading operations. The cover plates are part of the confinement boundary for the MPC. No credit is taken for the pressure retaining abilities of the quick disconnect couplings for the MPC vent and drain. Therefore, the MPC cover plates must meet ASME Code, Section III, Subsection NB limits for normal, off-normal, and accident conditions. Conservatively, the accident condition pressure loading is applied, and it is demonstrated that the Level A limits for Subsection NB are met.

The fuel basket internal to the MPC canister is supported by a combination of angle fuel basket supports and flat plate or solid bar fuel basket supports. These fuel basket supports are subject to significant load only when a lateral acceleration is applied to the fuel basket and the contained fuel. The quasi-static finite element analyses of the MPC's, under lateral inertia loading, focused on the structural details of the fuel basket and the MPC shell. Basket supports were modeled in less detail, which served only to properly model the load transfer path between fuel basket and canister. Safety factors reported for the fuel basket supports from the finite element analyses, are overly conservative, and do not reflect available capacity of the fuel basket angle support. A strength of materials analysis of the fuel basket angle supports is performed to complement the finite element results. The weld stresses are computed at the support-to-shell interface, and membrane and bending stresses in the basket support angle plate itself. Using this strength of materials approach, we demonstrate that the safety factors for the fuel basket angle supports are larger than indicated by the finite element analysis.

The results of these evaluations are summarized in the tables below.

Minimum Weld Sizes for Fuel Baskets			
Basket Type	**Panel Thickness (h), in**	**t/h Ratio**	**Minimum Weld Size (t), in**
MPC-24	5/16	0.566~~7~~	0.177~~8~~
MPC-68	1/4	0.522~~16~~	0.130~~29~~
MPC-32	9/32	0.578	0.163~~0~~
MPC-24E	5/16	0.516~~455~~	0.161~~42~~

Miscellaneous Stress Results for MPC			
Item	**Stress (ksi)**	**Allowable Stress (ksi)**	**Safety Factor**
Shear Stress in Sheathing Weld	7.724	27.93	3.62
Bending Stress in MPC Cover Plate	17.60	25.425~~24.425*0.967~~	1.44~~34~~
Shear Stress in MPC Cover Plate Weld	4.716	18.99~~*0.967~~	4.03~~3.89~~
Shear Stress in Fuel Basket Support Weld	4.711	9.334~~408~~	1.98~~2.00~~
Combined Stress in Fuel Basket Support Plates	32.393	59.1	1.824

~~Note: 0.967 reflects increase in MPC shell design temperature to 500 deg. F~~

3.4.4.3.1.9 Structural Integrity of Damaged Fuel Containers

The damaged fuel containers or canisters (DFCs) to be deployed in the HI-STAR 100 System transport package have been evaluated to demonstrate that the containers are structurally adequate to support the mechanical loads postulated during normal lifting operations, while in long-term storage, and during a hypothetical end drop. The evaluations address the following damaged/failed fuel containers for transportation in the HI-STAR 100 System:

- Holtec-designed MPC-24E (PWR) DFC
- Holtec-designed MPC-68 (BWR) DFC
- Transnuclear-designed DFC for Dresden Unit 1 fuel
- Transnuclear-designed Thoria Rod Canister for Dresden Unit 1

The structural load path in each of the analyzed containers is evaluated using basic strength of materials formulations. The various structural components are modeled as axial or bending members and their stresses are computed. Depending on the particular DFC, the load path includes components such as the container sleeve and collar, various weld configurations, load tabs, closure components and lifting bolts. Axial plus bending stresses are computed, together with applicable bearing stresses and weld stresses. Comparisons are then made with the appropriate allowable strengths at temperature. Input data for all DFCs comes from the applicable drawings. The design temperature for lifting evaluations is set at 150^{o}F (since the DFC is in the spent fuel pool). The design temperature for accident conditions is set at 725^{o}F.

The upper closure assembly must meet the requirements set forth for special lifting devices used in nuclear applications [3.1.2]. The remaining components of the damaged fuel container are governed by the stress limits of the ASME Code Section III, Subsection NG [3.4.10] and Section III, Appendix F [3.4.3], as applicable.

The following table presents the minimum safety factors, from all of the stress computations, for each of the above listed DFCs.

DFC Type	Loading Condition – DFC Component	Calculated Stress (ksi)	Allowable Stress (ksi)	Safety Factor = (Allowable Stress) / (Calculated Stress)	Remarks
Holtec-designed MPC-24E (PWR) DFC	Normal Lift – Lifting Bolt	24.99	27.00	1.08	ANSI N14.-6 stress limit
	60g End Drop – Baseplate-to-Container Sleeve Welds	3.95	26.59	6.73	ASME Level D stress limit
Holtec-designed MPC-68 (BWR) DFC	Normal Lift – Lifting Bolt-to-Top Plate Weld	5.80	12.00	2.07	ASME Level A stress limit
	60g End Drop – Baseplate-to-Container Sleeve Welds	1.59	26.59	16.7	ASME Level D stress limit
Transnuclear-designed DFC for Dresden Unit 1	Normal Lift – Lid Frame Assembly	0.527	4.583	8.70	Bearing stress
	60g End Drop – Bottom Assembly	12.32	37.92	3.08	ASME Level D stress limit
Transnuclear-designed Thoria Rod Canister for Dresden Unit 1	Normal Lift – Lid Frame Assembly	0.373	4.583	12.3	Bearing stress
	60g End Drop – Bottom Assembly	8.73	37.92	4.34	ASME Level D stress limit

The table above demonstrates that the DFCs are structurally adequate to support the mechanical loads postulated during normal lifting operations and during a hypothetical end drop. Moreover, since the HI-STAR design basis handling accident bounds the corresponding load for HI-STORM (60g vs. 45g), the DFCs can be carried safely in both the HI-STAR and HI-STORM Systems.

3.4.4.3.2 HI-STORM 100 Storage Overpack Stress Calculations

The structural functions of the storage overpack are stated in Section 3.1. The analyses presented here demonstrate the ability of components of the HI-STORM 100 storage overpack to perform their structural functions in the storage mode. Load Cases considered are given in Table 3.1.5. The nomenclature used to identify the load cases (Load Case Identifier) considered is also given in Table 3.1.5.

The purpose of the analyses is to provide the necessary assurance that there will be no unacceptable release of radioactive material, unacceptable radiation levels, or impairment of ready retrievability of the MPC from the storage overpack. Results obtained using the HI-STORM 100 configuration are identical to or bound results for the HI-STORM 100S configuration.

3.4.4.3.2.1 HI-STORM 100 Compression Under the Static Load of a Fully Loaded HI-TRAC Positioned on the Top of HI-STORM 100 (Load Case 01 in Table 3.1.5)

During the loading of HI-STORM 100, a HI-TRAC transfer cask with a fully loaded MPC may be placed on the top of a HI-STORM 100 storage overpack. During this operation, the HI-TRAC may be held by a single-failure-proof lifting device so a handling accident is not credible. The HI-STORM 100 storage overpack must, however, possess the compression capacity to support the additional dead load. The following analysis provides the necessary structural integrity demonstration; safety factors are large and results for the HI-STORM 100 overpack are representative of the margins for the 100S and 100S Version B overpacks.

Define the following quantities for analysis purposes:

W_{HT} = Bounding weight of HI-TRAC 125D (loaded w/ MPC-32) = 236,000 lb (Table 3.2.2)

W_{MD} = Weight of mating device = 15,000 lb

$W_{TOTAL} = W_{HT} + W_{MD}$ = 251,000 lb

The total weight of the HI-TRAC 125D plus the mating device is greater than the weight of a loaded HI-TRAC 125 with the transfer lid. Therefore, the following calculations use the weight for the HI-TRAC 125D as input.

The dimensions of the compression components of HI-STORM 100 are as follows:

outer diameter of outer shell =	D_o = 132.5"
thickness of outer shell =	t_o = 0.75" (1” for HI-STORM 100S Version B)
outer diameter of inner shell =	D_i = 76"
thickness of inner shell =	t_i = 1.25" (1” for HI-STORM 100S Version B)
thickness of radial ribs =	t_r = 0.75" (ribs are not full-length for HI-STORM 100S Version B)

In what follows, detailed results are provided using the classic HI-STORM 100 dimensions. While Bill of Material 1575 provides the option to fabricate the inner and outer shells from 1” thick material, the above dimensions (i.e., t_o and t_i) are used because they minimize the total cross sectional metal area.

The metal area of the outer shell is

$$A_o = \frac{\pi}{4}(D_o^2 - (D_o - 2\,t_o)^2) = \frac{\pi}{4}(132.5^2 - 131^2)$$
$$= 310.43 \text{ in}^2$$

The metal area of the radial ribs is

$$A_r = 4\,t_r\,(D_o - 2\,t_o - D_i)/2 = \frac{3}{2}(131 - 76) = 82.5 \text{ in}^2$$

The metal area of the inner shell is

$$A_i = \frac{\pi}{4}(76^2 - 73.5^2) = 293.54 \quad in^2$$

There are four radial ribs that extend full length and can carry load. For the HI-STORM 100S Version B, the radial ribs are not counted as part of the compression load carrying area since they are not full-length. The concrete radial shield can also support compression load. The area of concrete available to support compressive loading is

$$A_{concrete} = \frac{\pi}{4}((D_o - 2\,t_o)^2 - (D_i)^2) - A_r$$
$$= \frac{\pi}{4}(131^2 - 76^2) \;\; - 82.5 \text{ in}^2$$
$$= (8{,}994 - 82.5) \text{ in}^2 = 8{,}859.5 \text{ in}^2$$

The areas computed above are calculated at a section below the air outlet vents. To correct the above areas for the presence of the air outlet vents (HI-STORM 100 only since HI-STORM 100S and HI-STORM 100S, Version B have the air outlet vents located in the lid), we note that Bill-of-Materials 1575 in Chapter 1 gives the size of the horizontal plate of the air outlet vents as:

Peripheral width = w = 16.5”
Radial depth = d = 27.5” (over concrete in radial shield)

Using these values, the following final areas are obtained:

$A_o = A_o$(no vent) – $4t_ow$ = 260.93 sq. inch

$A_i = A_i$(no vent) – $4t_iw$ = 211.04 sq. inch

$A_{concrete} = A_{concrete}$(no vent) – 4dw = 7044.2 sq. inch

The loading case is a Level A load condition. The load is apportioned to the steel and to the concrete in accordance with the values of EA for the two materials (E(steel) = 28,000,000 psi and E(concrete)=3,605,000 psi).

$$\begin{aligned} \text{EA(steel)} &= 28 \, x \, 10^6 \text{ psi} \, x \, (260.93 + 211.04 + 82.5) \text{in}^2 \\ &= 15{,}525.2 \text{ lb} \, x \, 10^6 \text{ lbs.} \end{aligned}$$

$$\begin{aligned} \text{EA(concrete)} &= 3.605 \text{ x } 10^6 \text{ x } (7044.2) \text{ in}^2 \\ &= 25{,}394.3 \text{ x } 10^6 \text{ lb.} \end{aligned}$$

Therefore, the total HI-TRAC load will be apportioned as follows:

F_{STEEL} = (15,525.2/40,919.5) x 251,000 = 95,231.5 lb.

$F_{CONCRETE}$ = (25,394.3/40,919.5) x 251,000 = 155,768.5 lb.

Therefore, if the load is apportioned as above, with all load-carrying components in the path acting, the compressive stress in the steel is

If we conservatively neglect the compression load bearing capacity of concrete, then

$$\sigma_{STEEL} = \frac{251{,}000}{554.5} = 452.7 \text{ psi}$$

If we include the concrete, then the maximum compressive stress in the concrete is:

$$\sigma_{CONCRETE} = \frac{F_{CONCRETE}}{A_{CONCRETE}} = 22.1 \text{ psi}$$

It is clear that HI-STORM 100 storage overpack can support the dead load of a fully loaded HI-TRAC 125D and the mating device placed on top for MPC transfer into or out of the HI-STORM 100 storage overpack cavity. The calculated stresses at a cross-section through the air outlet ducts are small and give rise to large factors of safety. The metal cross-section at the base of the HI-STORM storage overpack will have a slightly larger metal area (because the width of the air-inlet ducts is smaller) but will be subject to additional dead load from the weight of the supported metal components of the HI-STORM storage overpack plus the loaded HI-TRAC weight. At the base of

the storage overpack, the additional stress in the outer shell and the radial plates is due solely to the weight of the component. Based on the maximum concrete density, the additional stress in these components is computed as:

$\Delta\sigma$ = (200lb./cu.ft.) x 18.71 ft./144 sq.in./sq.ft. = 26.0 psi

This stress will be further increased by a small amount because of the material cut away by the air-inlet ducts; however, the additional stress still remains small. The inner shell, however, is subject to additional loading from the top lid of the storage overpack and from the radial shield. From the Structural Calculation Package (HI-981928)(see Subsection 3.6.4 for the reference), and from Table 3.2.1, the following weights are obtained (for conservatism, use the 100S, Version B lid weight with 200 pcf concrete even though the shell geometry is for the classic HI-STORM 100):

HI-STORM 100S, Version B Top Lid weight < 29,000 lb.
HI-STORM 100 Inner Shell weight < 19,000 lb.
HI-STORM 100 Shield Shell weight < 11,000 lb.

Note that the shield shell was removed from the HI-STORM 100 design as of June 2001. However, it is conservative to include the shield shell weight in the following calculations.

Using the calculated inner shell area at the top of the storage overpack for conservatism, gives the metal area of the inner shell as:

$A_i = A_i$(no vent) – $4t_iw$ = 211.04 sq. inch

Therefore, the additional stress from the HI-STORM 100S, Version B storage overpack components, at the base of the overpack, is:

$\Delta\sigma$ = 280 psi

and a maximum compressive stress in the inner shell predicted as:

Maximum stress = 453 psi + 280 psi = 733 psi

The safety factor at the base of the storage overpack inner shell (minimum section) is

SF = 17,500psi/733 psi = 23.9

The preceding analysis is bounding for the 100 Ton HI-TRAC transfer cask because of the lower HI-TRAC weight.

The preceding analysis is representative of all overpacks since the bounding lid weight from the Version B has been used. Based on the computed safety factor, it is concluded that all versions of the HI-STORM 100 and HI-STORM 100S can safely support the heaviest HI-TRAC while performing a vertical fuel transfer operation.

3.4.4.3.2.2 HI-STORM 100 Lid Integrity Evaluation (Load Case 02.c, Table 3.1.5)

A non-mechanistic tip over of the HI-STORM 100 results in high decelerations at the top of the storage overpack. The storage overpack lid diameter is less than the storage overpack outer diameter. This ensures that the storage overpack lid does not directly strike the ground but requires analysis to demonstrate that the lid remains intact and does not separate from the body of the storage overpack. Figure 3.4.19 shows the scenario.

The HI-STORM 100 overpack has two lid designs, which rely on different mechanisms to resist separation from the overpack body. The original design relies solely on the lid studs to resist the shear and axial loads on the lid. In the new design, the bolt holes are enlarged and a shear ring is welded to the underside of the lid top plate. These changes insure that the lid studs only encounter axial (tensile) loads. The in-plane load is resisted by the shear ring as it bears against the top plate. The HI-STORM 100S and the HI-STORM 100S, Version B has only one lid design, which utilizes a shear ring. Calculations have been performed for both HI-STORM 100 lid configurations, as well as the HI-STORM 100S and the HI-STORM 100S, Version B lid geometry, to demonstrate that the lid can withstand a non-mechanistic tip-over.

The deceleration level for the non-mechanistic tip-over bounds all other decelerations, directed in the plane of the lid, experienced under other accident conditions such as flood or earthquake as can be demonstrated by evaluating the loads resulting from these natural phenomena events.

It is shown that the weight of the HI-STORM 100 lid, amplified by the design basis deceleration, can be supported entirely by the shear capacity available in the four studs[†]. If only a single stud is loaded initially during a tipover (because of tolerances), the stud hole will enlarge rather than the stud fail in shear. Therefore, it is assured that all four bolts will resist the tipover load regardless of the initial position of the HI-STORM 100 lid.

[†] The tip-over event is non-mechanistic by definition since the HI-STORM 100 System is designed to preclude tip-over under all normal, off-normal, and accident conditions of storage, including extreme natural phenomena events. Thus, the tip-over event cannot be categorized as an operating or test condition as contemplated by ASME Section III, Article NCA-2141. The bolted connection between the overpack top lid and the overpack body provided by the top lid studs and nuts serves no structural function during normal or off-normal storage conditions, or for credible accident events. Therefore, the ASME Code does not apply to the construction of the HI-STORM top plate-to-overpack connection (the lid studs, nuts, and the through holes in the top plate). However, for conservatism, the stress limits from ASME III, Subsection NF are used for the analysis of the lid bolts.

The following tables summarize the limiting results obtained from the detailed analyses, and from the similar detailed analysis for the HI-STORM 100 lid with shear ring, for the HI-STORM 100S(243), and for the HI-STORM 100S, Version B(229). The results for the longer HI-STORM 100S and HI-STORM 100S, Version B bound the corresponding results for the shorter versions of these units.

HI-STORM 100 Top Lid Integrity (No Shear Ring)			
Item	**Value (ksi)**	**Allowable (ksi)**	**Safety Factor**
Lid Shell-Lid Top Plate Weld Shear Stress	6.733	29.4	4.367
Lid Shell-Lid Top Plate Combined Stress	9.11	29.4	3.226
Attachment Bolt Shear Stress	44.82	60.9	1.359
Attachment Bolt Combined Shear and Tension Interaction at Interface with Anchor Block	-------	------	1.21

HI-STORM 100 Top Lid Integrity (With Shear Ring)			
Item	**Value (ksi)**	**Allowable (ksi)**	**Safety Factor**
Lid Top Plate-to-Lid Shell Weld Combined Stress	7.336	29.4	4.007
Shield Block Shells-to-Lid Top Plate Weld Combined Stress	1.768	29.4	16.63
Attachment Bolt Tensile Stress	28.02	107.13	3.823
Shear Ring-to-Lid Top Plate Weld Stress	32.11	40.39	1.258
Shear Ring Bearing Stress	25.43	63.0	2.477
Top Plate-to-Outer Shell Weld Stress	35.61	40.39	1.134

HI-STORM 100S(243) Top Lid Integrity†			
Item	**Value (ksi)**	**Allowable (ksi)**	**Safety Factor**
Inner and Outer Shell Weld to Base	17.61	29.4	1.669
Shield Block Shell-to-Lid Weld Shear Stress	7.692	29.4	3.822
Attachment Bolt Tensile Stress	37.38	107.13	2.866
Shear Ring-to-Overpack Shell Weld Stress	33.24	42.0	1.264
Shear Ring Bearing Stress	19.36	63.0	3.254
Lid Shield Ring-to-Shear Ring Weld Stress	20.95	42.0	2.004

† Results are based on a bounding weight of 28,000 lb for the HI-STORM 100S top lid.

HI-STORM 100S, Version B(229) Top Lid Integrity†			
Item	**Value (ksi)**	**Allowable (ksi)**	**Safety Factor**
Lid Outer Ring to Lid Shield Ring Weld	26.15	42.0	1.606
Shield Block Shell-to-Lid Weld Shear Stress	26.94	42.0	1.559
Attachment Bolt Tensile Stress	41.563	107.13	2.578
Shear Ring-to-Overpack Shell Weld Stress	30.57	42.0	1.374
Shear Ring Bearing Stress	20.59	63.0	3.06
Lid Shield Ring-to-Shear Ring Weld Stress	32.36	42.0	1.298

† Results are based on a bounding weight of 29,000 lb for the HI-STORM 100S, Version B top lid.

3.4.4.3.2.3 Vertical Drop of HI-STORM 100 Storage Overpack (Load Case 02.a of Table 3.1.5)

A loaded HI-STORM 100, with the top lid in place, drops vertically and impacts the ISFSI. Figure 3.4.20 illustrates the drop scenario. The regions of the structure that require detailed examination are the storage overpack top lid, the inlet vent horizontal plate, the pedestal shield, the inlet vent vertical plate, and all welds in the load path. These components are examined for the Level D event of a HI-STORM 100 drop developing the design basis deceleration.

The table provided below summarizes the results of the analyses for the weight and configuration of the HI-STORM 100. The results for the HI-STORM 100S are bounded by the results given below. Any calculation pertaining to the pedestal is bounding since the pedestal dimensions and corresponding weights are less in the HI-STORM 100S. The HI-STORM 100S, Version B, however, has sufficient differences in configuration to merit a separate evaluation using similar analyses; therefore, a separate summary table of results is provided for the HI-STORM 100S, Version B.

HI-STORM 100 Load Case 02.a Evaluation			
Item	**Value (ksi)**	**Allowable (ksi)**	**Safety Factor**
Lid Bottom Plate Bending Stress Intensity	6.00	58.7	9.777†
Lid Bottom Plate Collapse Load	10450x1.06 (in.*lb./in.)	12730 (in.*lb./in.)	1.15†
Weld- lid bottom plate-to-lid shell	10.91	29.4	2.695
Lid Shell – Membrane Stress Intensity	1.90	39.1	20.58
Lid Top (2" thick) Plate Bending Stress Intensity	11.27	58.7	5.208*
Inner Shell –Membrane Stress Intensity	11.46	39.1	3.41
Outer Shell –Membrane Stress Intensity	3.401	39.1	11.495
Inlet Vent Horizontal Plate Bending Stress Intensity	46.20	58.7	1.271
Inlet Vent Vertical Plate Membrane Stress Intensity	12.86	39.1	3.04
Pedestal Shield – Compression	1.252	1.266	1.011
Weld – outer shell-to-baseplate	2.569	29.4	11.443
Weld – inner shell-to-baseplate	6.644	29.4	4.425
Weld-Pedestal shell-to-baseplate	2.281	29.4	12.887

† Note that the dynamic load factor for the lid top plate is negligible and for the lid bottom plate is 1.06. This dynamic load factor has been incorporated in the above table.

* For the HI-STORM 100S, this safety factor is conservatively evaluated to be 1.357 because of increased load on the upper of the two lid plates.

Applicable analyses are performed for the HI-STORM 100S, Version B for the amplified loads resulting from the vertical drop of a fully loaded cask with the top lid in place.

HI-STORM 100S, Version B Load Case 02.a Evaluation			
Item	**Value (ksi)**	**Allowable (ksi)**	**Safety Factor**
Lid Vent Shield Bending Stress Intensity	13.09	53.91	4.118
Lid Inner Ring Compression	16.80	35.94	2.139
Inner Shell Compression	8.180	35.94	4.39
Outer Shell Compression	2.604	35.94	13.8
Weld – outer shell-to-baseplate	5.404	29.4	5.44
Weld – inner shell-to-baseplate	7.183	29.4	4.093

An assessment of the potential for instability of the compressed inner and outer shells under the compressive loading during the drop event has also been performed. The methodology is from ASME Code Case N-284 (Metal Containment Shell Buckling Design Methods, Division I, Class MC (8/80)). This Code Case has been previously accepted by the NRC as an acceptable method for evaluation of stability in vessels. The results obtained are conservative in that the loading in the shells is assumed to be uniformly distributed over the entire length of the shells. In reality, the component due to the amplified weight of the shell varies from zero at the top of the shell to the maximum value at the base of the shell. It is concluded that large factors of safety exist so that elastic or plastic instability of the inner and outer shells does not provide a limiting condition. The results for the HI-STORM 100 bound similar results for the HI-STORM 100S since the total weight of the "S" configuration is decreased (see Subsection 3.2). The same methodology has been used for an assessment of the HI-STORM 100S Version B with the same conclusion; namely, that elastic or plastic instability of the inner and outer shells is not a concern under the postulated design basis load cases.

The results do not show any gross regions of stress above the material yield point that would imply the potential for gross deformation of the storage overpack subsequent to the handling accident. MPC stability has been evaluated in the HI-STAR 100 FSAR for a drop event with 60g deceleration and shown to satisfy the Code Case N-284 criteria. Therefore, ready retrievability of the MPC is maintained as well as the continued performance of the HI-STORM 100 storage overpack as the primary shielding device.

3.4.4.3.3 HI-TRAC Transfer Cask Stress Calculations

The structural functions of the transfer cask are stated in Section 3.1. The analyses presented here demonstrate the ability of components of the HI-TRAC transfer cask to perform their structural functions in the transfer mode. Load Cases considered are given in Table 3.1.5.

The purpose of the analyses is to provide the necessary assurance that there will be no unacceptable release of radioactive material, unacceptable radiation levels, or impairment of ready retrievability.

3.4.4.3.3.1 Analysis of Pocket Trunnions (Load Case 01 of Table 3,1.5)

The HI-TRAC 125 and HI-TRAC 100 transfer casks have pocket trunnions attached to the outer shell and to the water jacket. During the rotation of HI-TRAC from horizontal to vertical or vice versa (see Figure 3.4.18), these trunnions serve to define the axis of rotation. The HI-TRAC is also supported by the lifting trunnions during this operation. Two load conditions are considered: Level A when all four trunnions support load during the rotation; and, Level B when the hoist cable is assumed slack so that the entire load is supported by the rotation trunnions. A dynamic amplification of 15% is assumed in both cases appropriate to a low-speed operation. Figure 3.4.23 shows a free body of the trunnion and shows how the applied force and moment are assumed to be resisted by the weld group that connects the trunnion to the outer shell. Drawings 1880 (sheet 10) and 2145 (sheet 10) show the configuration. An optional construction for the HI-TRAC 100 permits the pocket trunnion base to be split to reduce the “envelope” of the HI-TRAC. For that construction, bolts and dowel pins are used to insure that the force and moment applied to the pocket trunnions are transferred properly to the body of the transfer cask. The analysis also evaluates the bolts and dowel pins and demonstrates that safety factors greater than 1.0 exist for bolt loads, dowel bearing and tear-out, and dowel shear. Allowable strengths and loads are computed using applicable sections of ASME Section III, Subsection NF.

Unlike the HI-TRAC 125 and the HI-TRAC 100, the HI-TRAC 125D is designed and fabricated without pocket trunnions. An L-shaped rotation frame is used to upend and downend the HI-TRAC 125D, instead of pocket trunnions. Thus, a pocket trunnion analysis is not applicable to the HI-TRAC 125D.

The table below summarizes the results for the HI-TRAC 125 and the HI-TRAC 100:

Pocket Trunnion Weld Evaluation Summary			
Item	**Value (ksi)**	**Allowable (ksi)†**	**Safety Factor**
HI-TRAC 125 Pocket Trunnion-Outer Shell Weld Group Stress	7.979	23.275	2.917
HI-TRAC 125 Pocket Trunnion–Water Jacket Weld Group Stress	5.927	23.275	3.9
HI-TRAC 100 Pocket Trunnion-Outer Shell Weld Group Stress	6.603	23.275	3.525
HI-TRAC 100 Pocket Trunnion–Water Jacket Weld Group Stress	5.244	23.275	4.438
HI-TRAC 100 Pocket Trunnion–Bolt Tension at Optional Split	45.23	50.07	1.107
HI-TRAC 100 Pocket Trunnion–Bearing Stress on Base Surfaces at Dowel	6.497	32.7	5.033
HI-TRAC 100 Pocket Trunnion–Tear-out Stress on Base Surfaces at Dowel	2.978	26.09	8.763
HI-TRAC 100 Pocket Trunnion–Shear Stress on Dowel Cross Section at Optional Split	29.04	37.93	1.306

† Allowable stress is reported for the Level B loading, which results in the minimum safety factor.

To provide additional information on the local stress state adjacent to the rotation trunnion, a new finite element analysis is undertaken to provide details on the state of stress in the metal structure surrounding the rotation trunnions for the HI-TRAC 125. The finite element analysis has been based on a model that includes major structural contributors from the water jacket enclosure shell panels, radial channels, end plates, outer and inner shell, and bottom flange. In the finite element analysis, the vertical trunnion load has been oriented in the direction of the HI-TRAC 125 longitudinal axis. The structural model has been confined to the region of the HI-TRAC adjacent to the rotation trunnion block; the extent of the model in the longitudinal direction has been determined by calculating the length of the "bending boundary layer" associated with a classical shell analysis. This was considered to be a sufficient length to capture maximum shell stresses arising from the Level B

(off-normal) rotation trunnion loading. The local nature of the stress around the trunnion block is clearly demonstrated by the finite element results.

Consistent with the requirements of ASME Section III, Subsection NF, for Class 3 components, safety factors for primary membrane stress have been computed. Primary stresses are located away from the immediate vicinity of the trunnion; although the NF Code sets no limits on primary plus secondary stresses that arise from the gross structural discontinuity immediately adjacent to the trunnion, these stresses are listed for information. The results are summarized in the table below for the Level B load distribution for the HI-TRAC 125.

ITEM –HI-TRAC 125	CALCULATED VALUE	ALLOWABLE VALUE
Longitudinal Stress - (ksi) (Primary Stress –Inner Shell)	-0.956	23.275
Tangential Stress (ksi) (Primary Stress - Inner Shell)	-1.501	23.275
Longitudinal Stress (ksi) (Primary Stress – Outer Shell)	-0.830	23.275
Tangential Stress (ksi) (Primary Stress - Outer Shell)	-0.436	23.275
Longitudinal Stress - (ksi) (Primary Stress – Radial Channels)	2.305	23.275
Tangential Stress (ksi) (Primary Stress - Radial Channels)	-0.631	23.275
Longitudinal Stress - (ksi) (Primary plus Secondary Stress -Inner Shell)	1.734	No Limit (34.9)*
Tangential Stress (ksi) (Primary plus Secondary Stress - Inner Shell)	-1.501	NL
Longitudinal Stress (ksi) (Primary plus Secondary Stress - Outer Shell)	2.484	NL
Tangential Stress (ksi) (Primary plus Secondary Stress - Outer Shell)	-2.973	NL
Longitudinal Stress - (ksi) (Primary plus Secondary Stress - Radial Channels)	-13.87	NL
Tangential Stress (ksi) (Primary plus Secondary Stress - Radial Channels)	-2.303	NL

* The NF Code sets no limits (NL) for primary plus secondary stress (see Table 3.1.17). Nevertheless, to demonstrate the robust design with its large margins of safety, we list here, for information only, the allowable value for Primary Membrane plus Primary Bending Stress appropriate to temperatures up to 650 degrees F.

The only stress of any significance is the longitudinal stress in the radial channels. This stress occurs immediately adjacent to the trunnion block/radial channel interface and by its localized nature is identifiable as a stress arising at the gross structural discontinuity (secondary stress).

The finite element analysis has also been performed for the HI-TRAC 100 transfer cask. The following table summarizes the results:

ITEM –HI-TRAC 100	CALCULATED VALUE	ALLOWABLE VALUE
Longitudinal Stress - (ksi) (Primary Stress –Inner Shell)	-0.756	23.275
Tangential Stress (ksi) (Primary Stress - Inner Shell)	-2.157	23.275
Longitudinal Stress (ksi) (Primary Stress – Outer Shell)	-0.726	23.275
Tangential Stress (ksi) (Primary Stress - Outer Shell)	-0.428	23.275
Longitudinal Stress - (ksi) (Primary Stress – Radial Channels)	2.411	23.275
Tangential Stress (ksi) (Primary Stress - Radial Channels)	-0.5305	23.275
Longitudinal Stress - (ksi) (Primary plus Secondary Stress - Inner Shell)	2.379	NL
Tangential Stress (ksi) (Primary plus Secondary Stress - Inner Shell)	-2.157	NL
Longitudinal Stress (ksi) (Primary plus Secondary Stress - Outer Shell)	3.150	NL
Tangential Stress (ksi) (Primary plus Secondary Stress - Outer Shell)	-3.641	NL
Longitudinal Stress - (ksi) (Primary plus Secondary Stress - Radial Channels)	-15.51	NL
Tangential Stress (ksi) (Primary plus Secondary Stress - Radial Channels)	-2.294	NL

The finite element analyses of the metal structure adjacent to the trunnion block did not include the state of stress arising from the water jacket internal pressure. These stresses are conservatively computed based on a two-dimensional strip model that neglects the lower annular plate. The water jacket bending stresses are summarized below:

Tangential Bending Stress in Water Jacket Outer Panel from Water Pressure (including hydrostatic and inertia effects)	Calculated Value (ksi)
HI-TRAC 125	18.41
HI-TRAC 100	22.47

To establish a minimum safety factor for the outer panels of the water jacket for the Level A condition, we must add primary membrane circumferential stress from the trunnion load analysis to primary circumferential bending stress from the water jacket bending stress. Then, the safety factors may be computed by comparison to the allowable limit for primary membrane plus primary bending stress. The following results are obtained:

Results for Load Case 01 in Water Jacket (Load Case 01) – Level A Load			
Circumferential Stress in Water Jacket Outer Enclosure	**CALCULATED VALUE (ksi)**	**ALLOWABLE VALUE (ksi)**	**SAFETY FACTOR (allowable value/calculated value)**
HI-TRAC 125	18.797	26.25	1.397
HI-TRAC 100	22.781	26.25	1.152

To arrive at minimum safety factors for primary membrane plus bending stress in the outer panel of the water jacket for the Level B condition, we amplify the finite element results the trunnion load analysis, add the appropriate stress from the two-dimensional water jacket calculation, and compare the results to the increased Level B allowable. The following results are obtained:

Results for Load Case 01 in Water Jacket (Load Case 01) – Level B Load			
Circumferential Stress in Water Jacket Outer Enclosure	**CALCULATED VALUE (ksi)**	**ALLOWABLE VALUE (ksi)**	**SAFETY FACTOR (allowable value/calculated value)**
HI-TRAC 125	19.041	35.0	1.84
HI-TRAC 100	23.00	35.0	1.52

All safety factors are greater than 1.0; the Level A load condition governs.

3.4.4.3.3.2 Lead Slump in HI-TRAC 125 - Horizontal Drop Event (Case 02.b in Table 3.1.5)

During a side drop of the HI-TRAC 125 transfer cask, the lead shielding must be shown not to slump and cause significant amounts of shielding to be lost in the top area of the lead annulus. Slumping of the lead is not considered credible in the HI-TRAC transfer cask because of:

a. the shape of the interacting surfaces
b. the ovalization of the shell walls under impact
c. the high coefficient of friction between lead and steel
d. The inertia force from the MPC inside the HI-TRAC will compress the inner shell at the impact location and locally "pinch" the annulus that contains the lead; this opposes the tendency for the lead to slump and open up the annulus at the impact location.

Direct contact of the outer shell of the HI-TRAC with the ISFSI pad is not credible since there is a water jacket that surrounds the outer shell. The water jacket metal shell will experience most of the direct impact. Nevertheless, to conservatively analyze the lead slump scenario, it is assumed that there is no water jacket, the impact occurs far from either end of the HI-TRAC so as to ignore any strengthening of the structure due to end effects, the impact occurs directly on the outer shell of the HI-TRAC, and the contact force between HI-TRAC and the MPC is ignored. All of these assumptions are conservative in that their imposition magnifies any tendency for the lead to slump.

To confirm that lead slump is not credible, a finite element analysis of the lead slump problem, incorporating the conservatisms listed above, during a postulated HI-TRAC 125 horizontal drop (see Figure 3.4.22) is carried out. The HI-TRAC 125 cask body modeled consists only of an inner steel shell, an outer steel shell, and a thick lead annulus shield contained between the inner and outer shell. A unit length of HI-TRAC is modeled and the contact at the lead/steel interface is modeled as a compression-only interface. Interface frictional forces are conservatively neglected. As the HI-TRAC 125 has a greater lead thickness, analysis of the HI-TRAC 125 is considered to bound the HI-TRAC 100. Furthermore, since there are no differences between the HI-TRAC 125 and the HI-TRAC 125D with respect to the finite element model, the results are valid for both 125-Ton transfer casks.

The analysis is performed in two parts:

First, to maximize the potential for lead/steel separation, the shells are ignored and the gap elements grounded. This has the same effect as assuming the shells to be rigid and maximizes the potential and magnitude of any separation at the lead/steel interface (and subsequent slump). This also maximizes the contact forces at the portion of the interface that continues to have compression forces developed. The lead annulus is subjected to a 45g deceleration and the deformation, stress field, and interface force solution developed. This solution establishes a conservative result for the movement of the lead relative to the metal shells.

In the second part of the analysis, the lead is removed and replaced by the conservative (high) interface forces from the first part of the analysis. These interface forces, together with the 45g deceleration-induced inertia forces from the shell self weight are used to obtain a solution for the stress and deformation field in the inner and outer metal shells.

The results of the analysis are as follows:

a. The maximum predicted lead slump at a location 180 degrees from the impact point is 0.1". This gap decreases gradually to 0.0" after approximately 25 degrees from the vertical axis. The decrease in the diameter of the inner shell of the transfer cask (in the direction of the deceleration) is approximately 0.00054". This demonstrates that ovalization of the HI-TRAC shells does not occur. Therefore, the lead shielding deformation is confined to a local region with negligible deformation of the confining shells.

b. The stress intensity distribution in the shells demonstrates that high stresses are concentrated, as anticipated, only near the assumed point of impact with the ISFSI pad. The value of the maximum stress intensity (51,000 psi) remains below the allowable stress intensity for primary membrane plus primary bending for a Level D event (58,700 psi). Thus, the steel shells continue to perform their function and contain the lead. The stress distribution, obtained using the conservatively large interface forces, demonstrates that permanent deformation could occur only in a localized region near the impact point. Since the "real" problem precludes direct impact with the outer shell, the predicted local yielding is simply a result of the conservatisms imposed in the model.

It is concluded that a finite element analysis of the lead slump under a 45g deceleration in a side drop clearly indicates that there is no appreciable change in configuration of the lead shielding and no overstress of the metal shell structure. Therefore, retrievability of the MPC is not compromised and the HI-TRAC transfer cask continues to provide shielding.

3.4.4.3.3.3 <u>HI-TRAC Lid Stress Analysis During HI-TRAC Drop Accident (Load Case 02.b in Table 3.1.5)</u>

The stress in the HI-TRAC 125 transfer lid is analyzed when the lid is subject to the deceleration loads of a side drop Figure 3.4.22 is a sketch of the scenario. The analysis shows that the cask body, under a deceleration of 45g's, will not separate from the transfer lid during the postulated side drop. This event is considered a Level D event in the ASME parlance.

The bolts that act as doorstops to prevent opening of the doors are also checked for their load capacity. It is required that sufficient shear capacity exists to prevent both doors from opening and exposing the MPC.

The only difference between the HI-TRAC 100 and the HI-TRAC 125 transfer lid doors is that the HI-TRAC 100 has less lead and has no middle steel plate. A similar analysis of the HI-TRAC 100 shows that all safety factors are greater than 1.0. The table given below summarizes the results for both units:

Transfer Lid Attachment Integrity Under Side Drop			
Item – Shear Capacity	**Value (kip) or (ksi)**	**Capacity (kip) or (ksi)**	**Safety Factor= Capacity/Value**
HI-TRAC 125 Attachment (kip)	1,272.0	1,770.0	1.392
HI-TRAC 125 Door Lock Bolts (ksi)	20.24	48.3	2.387
HI-TRAC 100 Attachment (kip)	1,129.0	1,729.0	1.532
HI-TRAC 100 Door Lock Bolts (ksi)	13.81	48.3	3.497

All safety factors are greater than 1.0 and are based on actual interface loads. For the HI-TRAC 125 and the HI-TRAC 100, the interface load (primary impact at transfer lid) computed from the handling accident analysis is bounded by the values given below:

BOUNDING INTERFACE LOADS COMPUTED FROM HANDLING ACCIDENT ANALYSES	
Item	**Bounding Value from Appendix 3.AN (kip)**
HI-TRAC 125	1,300
HI-TRAC 100	1,150

The HI-TRAC 125D transfer cask does not utilize a transfer lid. Instead, the MPC is transferred to or from a storage overpack using the HI-TRAC pool lid and a special mating device. Therefore, an analysis is performed to demonstrate that the pool lid will not separate from the cask body during the postulated side drop. The results of this analysis are summarized in the following table.

HI-TRAC 125D Pool Lid Attachment Integrity Under Side Drop			
Item	**Calculated Value**	**Allowable Limit**	**Safety Factor**
Lateral Shear Force (kips)	562.5	1083	1.925
Maximum Bolt Tensile Stress (ksi)	11.41	116.4	10.20
Combined Tension and Shear Interaction	0.279	1.00	3.58

3.4.4.3.3.4 Stress Analysis of the HI-TRAC Water Jacket (Load Case 03 in Table 3.1.5)

The water jacket is assumed subject to internal pressure from pressurized water and gravity water head. Calculations are performed for the HI-TRAC 125, the HI-TRAC 125D, and the HI-TRAC 100 to determine the water jacket stress under internal pressure plus hydrostatic load. Results are obtained for the water jacket configuration and the connecting welds for all HI-TRAC transfer casks. The table below summarizes the results of the analyses.

Water Jacket Stress Evaluation			
Item	**Value (ksi)**	**Allowable (ksi)**	**Safety Factor**
HI-TRAC 125 Water Jacket Enclosure Shell Panel Bending Stress	18.41	26.25	1.426
HI-TRAC 100 Water Jacket Enclosure Shell Panel Bending Stress	22.47	26.25	1.168
HI-TRAC 125 Water Jacket Bottom Flange Bending Stress	18.3	26.25	1.434
HI-TRAC 100 Water Jacket Bottom Flange Bending Stress	16.92	26.25	1.551
HI-TRAC 125 Weld Stress - Enclosure Panel Single Fillet Weld	2.22	21.0	9.454
HI-TRAC 100 Weld Stress – Enclosure Panel Single Fillet Weld	1.841	21.0	11.408
HI-TRAC 125 Weld Stress – Bottom Flange to Outer Shell Double Fillet Weld	14.79	21.0	1.42
HI-TRAC 125 - Enclosure Panel Direct Stress	1.571	17.5	11.142
HI-TRAC 100 - Enclosure Panel Direct Stress	1.736	17.5	10.84
HI-TRAC 125D Water Jacket Bottom Flange Bending Stress	18.88	26.25	1.39
HI-TRAC 125D Water Jacket Enclosure Shell Panel Bending Stress	10.80	26.25	2.43
HI-TRAC 125D Weld Stress – Enclosure Panel to Radial Rib Plug Welds	1.093	17.5	16.01
HI-TRAC 125D Weld Stress – Bottom Flange to Outer Shell Single Fillet Weld	3.133	21.0	6.70

3.4.4.3.3.5 HI-TRAC Top Lid Separation (Load Case 02.b in Table 3.1.5)

The potential of top lid separation under a 45g deceleration side drop event requires evaluation. It is concluded by analysis that the connection provides acceptable protection against top lid separation. It is also shown that the bolts and the lid contain the MPC within the HI-TRAC cavity during and after a drop event. The results from the HI-TRAC 125 bound the corresponding results from the HI-TRAC 100 because the top lid bolts are identical in the two units and the HI-TRAC 125 top lid weighs more. The analysis also bounds the HI-TRAC 125D because the postulated side drop of the HI-TRAC 125, during which the transfer lid impacts the target surface, produces a larger interface load between the MPC and the top lid of the HI-TRAC than the nearly horizontal drop of the HI-TRAC 125D. The table below provides the results of the bounding analysis.

HI-TRAC Top Lid Separation Analysis			
Item	**Value**	**Capacity**	**Safety Factor= Capacity/Value**
Attachment Shear Force (lb.)	123,750	957,619	7.738
Tensile Force in Stud (lb.)	132,000	1,117,222	8.464
Bending Stress in Lid (ksi)	35.56	58.7	1.65
Shear Load per unit Circumferential Length in Lid (lb./in)	533.5	29,400	55.10

3.4.4.4 Comparison with Allowable Stresses

Consistent with the formatting guidelines of Reg. Guide 3.61, calculated stresses and stress intensities from the finite element and other analyses are compared with the allowable stresses and stress intensities defined in Subsection 3.1.2.2 per the applicable sections of [3.4.2] and [3.4.4] for defined normal and off-normal events and [3.4.3] for accident events (Appendix F).

3.4.4.4.1 MPC

This revision of the HI-STORM FSAR increases the weight limits for fuel assemblies to be stored in the MPCs from 1,680 lb to 1,720 lb per assembly for PWR fuel and from 700 lb to 730 lb per assembly for BWR fuel. In order to account for this small increase in fuel weight, the results of the MPC stress analysis under lateral loading, which is described in Subsection 3.4.4.3.1.1, are uniformly scaled based on the percentage weight increase. Specifically, the results for the MPC-68 are scaled by a factor of 1.043 (= 730/700), and the results for all other MPCs are scaled by a factor of 1.024 (= 1720/1680). This approach is acceptable because (i) the finite element results are based on linear elastic material properties and (ii) the percentage increases in total weight, considering the stored fuel, fuel basket, and MPC shell, are less than the factors above. Finally, since the stresses

associated with closing the support clearance gaps between the fuel basket and the MPC shell and between the MPC shell and the overpack are secondary stress components, as explained in Subsection 3.4.4.3.1.1, the use of a linear scale factor is an appropriate means of computing the primary stresses in the fuel basket and MPC shell.

Table 3.4.6 provides summary data extracted from the numerical analysis results for the fuel basket, enclosure vessel, and fuel basket supports after scaling to adjust for the increased fuel assembly weights ~~based on the design basis deceleration~~. The results presented in Table 3.4.6 are based on the design basis deceleration and do not include any dynamic amplification due to internal elasticity of the structure (i.e., local inertia effects). Calculations suggest that a uniform conservative dynamic amplifier for the fuel basket would be 1.08 independent of the duration of impact. If we recognize that the tip-over event for HI-STORM 100 is a long duration event, then a dynamic amplifier of 1.04 is appropriate. The summary data provided in Table 3.4.3 and 3.4.4 gives the lowest safety factor computed for the fuel basket and for the MPC, respectively. Safety factors reported for the MPC shell in Table 3.4.4 are based on allowable strengths at 500 deg. F. Modification of the fuel basket safety factor for dynamic amplification leaves considerable margin. Factors of safety greater than 1 indicate that calculated results are less than the allowable strengths.

A perusal of the results in Tables 3.4.3 and 3.4.4 under different load combinations for the fuel basket and the enclosure vessel reveals that all factors of safety are above 1.0 even if we use the most conservative value for dynamic amplification factor. The relatively modest factor of safety in the fuel basket under side drop events (Load Case F3.b and F3.c) in Table 3.4.3 warrants further explanation since a very conservative finite element model of the structure has been utilized in the analysis.

The wall thickness of the storage cells, which is by far the most significant variable in a fuel basket's structural strength, is significantly greater in the MPCs than in comparable fuel baskets licensed in the past. For example, the cell wall thickness in the TN-32 basket (Docket No. 72-1021, M-56), is 0.1 inch and that in the NAC-STC basket (Docket No. 71-7235) is 0.048 inch. In contrast, the cell wall thickness in the MPC-68 is 0.25 inch. In spite of their relatively high flexural rigidities, computed margins in the fuel baskets are rather modest. This is because of some assumptions in the analysis that lead to an overstatement of the state of stress in the fuel basket. For example:

i. The section properties of longitudinal fillet welds that attach contiguous cell walls to each other are completely neglected in the finite element model (Figure 3.4.7). The fillet welds strengthen the cell wall section modulus at the very locations where maximum stresses develop.

ii. The radial gaps at the fuel basket-MPC shell and at the MPC shell-storage overpack interface are explicitly modeled. As the applied loading is incrementally increased, the MPC shell and fuel basket deform until a "rigid" backing surface of the storage overpack is contacted, making further unlimited deformation under lateral loading impossible. Therefore, some portion of the fuel basket and enclosure vessel (EV) stress has the characteristics of secondary stresses (which by definition, are self-limited by deformation in the structure to achieve compatibility). For

conservativeness in the incremental analysis, we make no distinction between deformation controlled (secondary) stress and load controlled (primary) stress in the stress categorization of the MPC-24, 32, and 68 fuel baskets. We treat all stresses, regardless of their origin, as primary stresses. Such a conservative interpretation of the Code has a direct (adverse) effect on the computed safety factors. As noted earlier, the results for the MPC-24E are properly based only on primary stresses to illustrate the conservatism in the reporting of results for the MPC-24, 32, and 68 baskets.

iii. A uniform pressure simulates the SNF inertia loading on the cell panels, which is a most conservative approach for incorporating the SNF/cell wall structure interaction.

The above assumptions act to depress the computed values of factors of safety in the fuel basket finite element analysis and render conservative results.

The reported factors of safety do not include the effect of dynamic load amplifiers. The duration of impact and the predominant natural frequency of the basket panels under drop events result in the dynamic load factors that do not exceed 1.08. Therefore, since all reported factors of safety for all fuel basket types are greater than the DLF, the MPC is structurally adequate for its intended functions.

Tables 3.4.7 and 3.4.8 report stress intensities and safety factors for the confinement boundary subject to internal pressure alone and internal pressure plus the normal operating condition temperature with the most severe thermal gradient. The final values for safety factors in the various locations of the confinement boundary provide assurance that the MPC enclosure vessel is a robust pressure vessel.

3.4.4.4.2 Storage Overpack and HI-TRAC

The result from analyses of the storage overpack and the HI-TRAC transfer cask is shown in Table 3.4.5. The location of each result is indicated in the table. Safety factors for lifting operations where three times the lifted load is applied are reported in Section 3.4.3.

The table shows that all allowable stresses are much greater than their associated calculated stresses and that safety factors are above the limit of 1.0.

3.4.4.5 Elastic Stability Considerations

3.4.4.5.1 MPC Elastic Stability

Stability calculations for the MPC have been carried out in the HI-STAR 100 FSAR, Docket Number 72-1008. Using identical methodology with input loads and decelerations appropriate to the HI-STORM, safety factors > 1.0 are obtained for all relevant load cases. Note that for HI-STORM, the design external pressure differential is reduced to 0.0 psi, and the peak deceleration under accident events is reduced from 60g's (HI-STAR) to 45g's.

3.4.4.5.2 HI-STORM 100 Storage Overpack Elastic Stability

HI-STORM 100 (and 100S and the 100S Version B) storage overpack shell buckling is not a credible scenario since the two steel shells plus the entire radial shielding act to resist vertical compressive loading. Subsection 3.4.4.3.2.3 develops values for compressive stress in the steel shells of the storage overpack. Because of the low value for compressive stress coupled with the fact that the concrete shielding backs the steel shells, we can conclude that instability is unlikely. Note that the entire weight of the storage overpack can also be supported by the concrete shielding acting in compression. Therefore, in the unlikely event that a stability limit in the steel was approached, the load would simply shift to the massive concrete shielding. Notwithstanding the above comments, stability analyses of the storage overpack have been performed for bounding cases of longitudinal compressive stress with nominal circumferential compressive stress and for bounding circumferential compressive stress with nominal axial compressive stress. This latter case is for a bounding all-around external pressure on the HI-STORM 100 outer shell. The latter case is listed as Load Case 05 in Table 3.1.5 and is performed to demonstrate that explosions or other environmental events that could lead to an all-around external pressure on the outer shell do not cause a buckling instability. ASME Code Case N-284, a methodology accepted by the NRC, has been used for this analysis. The storage overpack shells for the HI-STORM 100 are examined individually assuming that the four radial plates provide circumferential support against a buckling deformation mode. The analysis of the storage overpack outer shell for a bounding external pressure of

$$p_{ext} = 30 \text{ psi}$$

together with a nominal compressive axial load that bounds the dead weight load at the base of the outer shell, gives a safety factor against an instability of:

$$\text{Safety Factor} = (1/0.466) \times 1.34 = 2.88$$

The factor 1.34 is included in the above result since the analysis methodology of Code Case N-284 builds in this factor for a stability analysis for an accident condition. The suite of stability analyses have also been performed for the HI-STORM 100S Version B. No credit is taken for any support provided by the concrete shielding and the effect of support by radial ribs is conservatively neglected (since the ribs in the HI-STORM 100S Version B do not extend the full height of the overpack. It is shown that the safety factor computed for the classic HI-STORM 100 is a lower bound for all of the HI-STORM 100S versions.

The external pressure for the overpack stability considered here significantly bounds the short-time 10-psi differential pressure (between outer shell and internal annulus) specified in Table 2.2.1.

The same postulated external pressure condition can also act on the HI-TRAC during movement from the plant to the ISFSI pad. In this case, the lead shielding acts as a backing for the outer shell of the HI-TRAC transfer cask just as the concrete does for the storage overpack. The water jacket metal structure provides considerable additional structural support to the extent that it is reasonable to state that instability under external pressure is not credible. If it is assumed that the all-around water

jacket support is equivalent to the four locations of radial support provided in the storage overpack, then it is clear that the instability result for the storage overpack bounds the results for the HI-TRAC transfer cask. This occurs because the R/t ratio (mean radius-to-wall thickness) of the HI-TRAC outer shell is less than the corresponding ratio for the HI-STORM storage overpack. Therefore, no HI-TRAC analysis is performed.

3.4.5 Cold

A discussion of the resistance to failure due to brittle fracture is provided in Subsection 3.1.2.3.

The value of the ambient temperature has two principal effects on the HI-STORM 100 System, namely:

i. The steady-state temperature of all material points in the cask system will go up or down by the amount of change in the ambient temperature.

ii. As the ambient temperature drops, the absolute temperature of the contained helium will drop accordingly, producing a proportional reduction in the internal pressure in accordance with the Ideal Gas Law.

In other words, the temperature gradients in the system under steady-state conditions will remain the same regardless of the value of the ambient temperature. The internal pressure, on the other hand, will decline with the lowering of the ambient temperature. Since the stresses under normal storage condition arise principally from pressure and thermal gradients, it follows that the stress field in the MPC under –40 degree F ambient would be smaller than the "heat" condition of storage, treated in the preceding subsection. Additionally, the allowable stress limits tend to increase as the component temperatures decrease.

Therefore, the stress margins computed in Section 3.4.4 can be conservatively assumed to apply to the "cold" condition as well.

Finally, it can be readily shown that the HI-STORM 100 System is engineered to withstand “cold” temperatures (-40 degrees F), as set forth in the Technical Specification, without impairment of its storage function.

Unlike the MPC, the HI-STORM 100 storage overpack is an open structure; it contains no pressure. Its stress field is unaffected by the ambient temperature, unless low temperatures produce brittle fracture due to the small stresses which develop from self-weight of the structure and from the minute difference in the thermal expansion coefficients in the constituent parts of the equipment (steel and concrete). To prevent brittle fracture, all steel material in HI-STORM 100 is qualified by impact testing as set forth in the ASME Code (Table 3.1.18).

The structural material used in the MPC (Alloy X) is recognized to be completely immune from brittle fracture in the ASME Codes.

As no liquids are included in the HI-STORM 100 storage overpack design, loads due to expansion of freezing liquids are not considered. The HI-TRAC transfer cask utilizes demineralized water in the water jacket. However, the specified lowest service temperature for the HI-TRAC is 0 degrees F and a 25% ethylene glycol solution is required for the temperatures from 0 degrees F to 32 degrees F. Therefore, loads due to expansion of freezing liquids are not considered.

There is one condition, however, that does require examination to insure ready retrievability of the fuel. Under a postulated loading of an MPC from a HI-TRAC transfer cask into a cold HI-STORM 100 storage overpack, it must be demonstrated that sufficient clearances are available to preclude interference when the "hot" MPC is inserted into a "cold" storage overpack. To this end, a bounding analysis for free thermal expansions has been performed in Subsection 4.4.6~~5~~, wherein the MPC shell is postulated at its maximum design basis temperature and the thermal expansion of the overpack is ignored. The results from the evaluation of free thermal expansion are summarized in Table 4.4.10~~Subsection 4.4.5~~. The final radial clearance (greater than 0.25" radial) is sufficient to preclude jamming of the MPC upon insertion into a cold HI-STORM 100 storage overpack.

3.4.6 <u>HI-STORM 100 Kinematic Stability under Flood Condition (Load Case A in Table 3.1.1)</u>

The flood condition subjects the HI-STORM 100 System to external pressure, together with a horizontal load due to water velocity. Because the HI-STORM 100 storage overpack is equipped with ventilation openings, the hydrostatic pressure from flood submergence acts only on the MPC. As stated in subsection 3.1.2.1.1.3, the design external pressure for the MPC bounds the hydrostatic pressure from flood submergence. Subsection 3.4.4.5.2 has reported a positive safety factor against instability from external pressure in excess of that expected from a complete submergence in a flood. The analysis performed below is also valid for the HI-STORM 100S and the HI-STORM 100S, Version B.

The water velocity associated with flood produces a horizontal drag force, which may act to cause sliding or tip-over. In accordance with the provisions of ANSI/ANS 57.9, the acceptable upper bound flood velocity, V, must provide a minimum factor of safety of 1.1 against overturning and sliding. For HI-STORM 100, we set the upper bound flood velocity design basis at 15 feet/sec. Subsequent calculations conservatively assume that the flow velocity is uniform over the height of the storage overpack.

The overturning horizontal force, F, due to hydraulic drag, is given by the classical formula:

$$F = Cd\ A\ V^*$$

where:

V^* is the velocity head = $\dfrac{\rho V^2}{2g}$; (ρ is water weight density, and g is acceleration due to gravity).

A: projected area of the HI-STORM 100 cylinder perpendicular to the fluid velocity vector.

Cd: drag coefficient

The value of Cd for flow past a cylinder at Reynolds number above 5E+05 is given as 0.5 in the literature (viz. Hoerner, Fluid Dynamics, 1965).

The drag force tending to cause HI-STORM 100's sliding is opposed by the friction force, which is given by

$$F_f = \mu K W$$

where:

μ = limiting value of the friction coefficient at the HI-STORM 100/ISFSI pad interface (conservatively taken as 0.25, although literature citations give higher values).

K = buoyancy coefficient (documented in HI-981928, Structural Calculation Package for HI-STORM 100 (see citation in Subsection 3.6.4).

W: Minimum weight of HI-STORM 100 with an empty MPC.

Sliding Factor of Safety

The factor of safety against sliding, β_1, is given by

$$\beta_1 = \frac{F_f}{F} = \frac{\mu KW}{Cd\,A\,V^*}$$

It is apparent from the above equation, β, will be minimized if the empty weight of HI-STORM 100 is used in the above equation.

As stated previously, μ= 0.25, Cd = 0.5.

V^* corresponding to 15 ft./sec. water velocity is 218.01 lb per sq. ft.

A = length x diameter of HI-STORM 100 = 132.5" x 231.25"/144 sq. in./sq.ft. = 212.78 sq. ft.

K = buoyancy factor = 0.64 (per calculations in HI-981928)

W = empty weight of overpack w/ lid = 270,000 lbs. (Table 3.2.1)

Substituting in the above formula for β, we have

$\beta_1 = 1.86 > 1.1$ (required)

Since the weight of the HI-STORM 100S or HI-STORM 100S, Version B, plus the weight of an empty MPC-32 (i.e., the lightest MPC) is greater than 270,000 lb, the above calculation is also valid for these two units for the entire range of concrete densities.

<u>Overturning Factor of Safety</u>

For determining the margin of safety against overturning β_2, the cask is assumed to pivot about a fixed point located at the outer edge of the contact circle at the interface between HI-STORM 100 and the ISFSI. The overturning moment due to a force F_T applied at height H^* is balanced by a restoring moment from the reaction to the cask buoyant force KW acting at radius D/2.

$$F_T H^* = KW \frac{D}{2}$$

$$F_T = \frac{K W D}{2 H^*}$$

W is the empty weight of the storage overpack.

We have,

W = 270,000 lb. (Table 3.2.1)

H^* = 119.2" (maximum height of mass center per Table 3.2.3)

D = 132.5" (Holtec Drawing 1495)

K = 0.64 (calculated in HI-981928)

F_T = 96,040 lb.

F_T is the horizontal drag force at incipient tip-over.

F = Cd A V^* = 23,194 lbs. (drag force at 15 feet/sec)

The safety factor against overturning, β_2, is given as:

$$\beta_2 = \frac{F_T}{F} = 4.14 > 1.1 \,(\text{required})$$

This result bounds the result for the HI-STORM 100S, for the HI-STORM 100S Version B, as well as for the densified concrete shielding option, since the calculation uses a conservative lower bound weight and a bounding height for the center of gravity.

In the next subsection, results are presented to show that the load F (equivalent to an inertial deceleration of F/360,000 lb = 0.0644 g's applied to the loaded storage overpack) does not lead to large global circumferential stress or ovalization of the storage overpack that could prevent ready retrievability of the MPC. It is shown in Subsection 3.4.7 that a horizontal load equivalent to 0.47g's does not lead to circumferential stress levels and ovalization of the HI-STORM storage overpack to prevent ready retrievability of the MPC. The load used for that calculation clearly bounds the side load induced by flood.

3.4.7 Seismic Event and Explosion - HI-STORM 100

3.4.7.1 Seismic Event (Load Case C in Table 3.1.1)

Overturning Analysis

The HI-STORM 100 System plus its contents may be assumed to be subject to a seismic event consisting of three orthogonal statistically independent acceleration time-histories. For the purpose of performing a conservative analysis to determine the maximum ZPA that will not cause incipient tipping, the HI-STORM 100 System is considered as a rigid body subject to a net horizontal quasi-static inertia force and a vertical quasi-static inertia force. This is consistent with the approach used in previously licensed dockets. The vertical seismic load is conservatively assumed to act in the most unfavorable direction (upwards) at the same instant. The vertical seismic load is assumed to be equal to or less than the net horizontal load with ε being the ratio of vertical component to one of the horizontal components. For use in calculations, define D_{BASE} as the contact patch diameter, and H_{CG} as the height of the centroid of an empty HI-STORM 100 System (no fuel). Conservatively, assume

D_{BASE} = 132.5" (Drawing 1495, Sheet 1 specifies 133.875" including overhang for welding)

Tables 3.2.1 and 3.2.3 give HI-STORM 100 weight data and center-of-gravity heights.

The weights and center-of-gravity heights are reproduced here for calculation of the composite center-of-gravity height of the storage overpack together with an empty MPC.

Weight (pounds)	C.G. Height (Inches); H
Overpack - W_o = 270,000	116.8
MPC-24 - W_{24} = 42,000	109.0 + 24 = 133.0[†]
MPC-68 - W_{68} = 39,000	111.5 + 24 = 135.5
MPC-32 –W_{32} = 36,000	113.2 + 24 = 137.2
MPC-24E – W_{24E} = 45,000	108.9 + 24 = 132.9

The height of the composite centroid, H_{CG}, is determined from the equation

$$H_{cg} = \frac{W_o \text{ x } 116.8 + W_{MPC} \text{ x } H}{W_o + W_{MPC}}$$

Performing the calculations for all of the MPCs gives the following results:

	H_{cg} (inches)
MPC-24 with storage overpack	118.98
MPC-68 with storage overpack	119.16
MPC-32 with storage overpack	119.20
MPC-24E with storage overpack	119.10

A conservative overturning stability limit is achieved by using the largest value of H_{CG} (call it H) from the above. Because the HI-STORM 100 System is a radially symmetric structure, the two horizontal seismic accelerations can be combined vectorially and applied as an overturning force at the C.G. of the cask. The net overturning static moment is

$$WG_H H$$

where W is the total system weight and G_H is the resultant zero period acceleration seismic loading (vectorial sum of two orthogonal seismic loads) so that WG_H is the inertia load due to the resultant horizontal acceleration. The overturning moment is balanced by a vertical reaction force, acting at the outermost contact patch radial location $r = D_{BASE}/2$. The resistive moment is minimized when the vertical zero period acceleration G_V tends to reduce the apparent weight of the cask. At that instant, the moment that resists "incipient tipping" is:

† From Table 3.2.3, it is noted that MPC C.G. heights are measured from the base of the MPC. Therefore, the thickness of the overpack baseplate and the concrete MPC pedestal must be added to determine the height above ground.

$$W\ (1 - G_V)\ r$$

Performing a static moment balance and eliminating W results in the following inequality to ensure a "no-overturning condition:

$$G_H + \frac{r}{H} G_V \leq \frac{r}{H}$$

Using the values of r and H for the HI-STORM 100 (r = 66.25", H = 119.20"), representative combinations of G_H and G_V that satisfy the limiting equality relation are computed and tabulated below:

Acceptable Net Horizontal G-Level (HI-STORM100), G_H	**Acceptable Vertical G-Level, G_V**
0.467	0.16
0.445	0.20
0.417	0.25
0.357	0.357

We repeat the above computations using the weight and c.g. location of the HI-STORM 100S(232). Because of the lowered center of gravity positions, the maximum net horizontal "G" levels are slightly increased.

Performing the calculations for all of the MPCs gives the following results:

	H_{cg} (inches)
MPC-24 with storage overpack	113.89
MPC-68 with storage overpack	114.07
MPC-32 with storage overpack	114.11
MPC-24E with storage overpack	114.01

Using the values of r and H for the HI-STORM 100S(232) (r = 66.25", H = 114.11"), representative combinations of G_H and G_V that satisfy the limiting equality relation are computed and tabulated below:

Acceptable Net Horizontal G-Level (HI-STORM 100S(232)), G_H	**Acceptable Vertical G-Level, G_V**
0.488	0.16
0.464	0.20
0.435	0.25
0.367	0.367

The limiting values of G_H and G_V for the HI-STORM 100S(243), which is taller than the HI-STORM 100S(232), are the same as the HI-STORM 100.

If the HI-STORM 100 or the HI-STORM 100S is fabricated using high density concrete (i.e., above 160.8 pcf dry), the C.G. height of the overpack decreases and thereby enables the cask system to withstand higher g-loads. This conclusion becomes immediately clear when the maximum acceptable vertical g-level is expressed in the following form:

$$G_V = 1 - \frac{H}{r} G_H$$

For fixed values of G_H and r, the value of G_V increases as H decreases. Therefore, the representative combinations of G_H and G_V given above for the HI-STORM 100 and the HI-STORM 100S are conservative for the densified concrete shielding option.

Since the HI-STORM 100S, Version B has further reduced the centroid of the loaded units, it is expected that acceptable G-Levels are further increased. The following calculations provide the limiting G-level combinations for the HI-STORM 100S Version B with standard weight concrete. As noted previously, the result for standard weight concrete will bound the corresponding result for the high density concrete (densified) shielding option.

We repeat the above computations using the weight and c.g. location of the HI-STORM 100S(218). Because of the lowered center of gravity positions, the maximum net horizontal “G” levels are slightly increased.

Performing the calculations for all of the MPCs gives the following results:

	H_{cg} (inches)
MPC-24 with storage overpack	109.88
MPC-68 with storage overpack	110.12
MPC-32 with storage overpack	110.23
MPC-24E with storage overpack	109.93

Using the values of r and H for the HI-STORM 100S, Version B(218) (r = 66.25", H = 110.23"), representative combinations of G_H and G_V that satisfy the limiting equality relation are computed and tabulated below:

Acceptable Net Horizontal G-Level (HI-STORM 100S, Version B(218)), G_H	**Acceptable Vertical G-Level, G_V**
0.505	0.16
0.481	0.20
0.451	0.25
0.376	0.375

The limiting values of G_H and G_V for the HI-STORM 100S, Version B(229), which is taller than the HI-STORM 100S, Version B(218), are bounded by the values listed for the HI-STORM 100.

Primary Stresses in the HI-STORM 100 Structure Under Net Lateral Load Over 180 degrees of the Periphery

Under a lateral loading, the storage overpack will experience axial primary membrane stress in the inner and outer shells as it resists bending as a “beam-like” structure. Under the same kind of lateral loading over one-half of the periphery of the cylinder, the shells will tend to ovalize under the loading and develop circumferential stress. Calculations for stresses in both the axial and circumferential direction are required to demonstrate satisfaction of the Level D structural integrity requirements and to provide confidence that the MPC will be readily removable after a seismic event, if necessary. An assessment of the stress state in the structure under the seismic induced load will be shown to bound the results for any other condition that induces a peripheral load around part of the HI-STORM 100 storage overpack perimeter. The specific analyses are performed using the geometry and loading for the HI-STORM 100; the results obtained for stress levels and the safety assessment are also applicable to an assessment of the HI-STORM 100S.

A simplified calculation to assess the flexural bending stress in the HI-STORM 100 structure under the limiting seismic event (at which tipping is incipient) is presented in the following:

A representative net horizontal acceleration of 0.47g is used to determine the primary stresses in the HI-STORM 100 storage overpack. The corresponding lateral seismic load, F, is given by

$$F = 0.47\ W$$

This load will be maximized if the upper bound HI-STORM 100 weight (W = 410,000 lbs. (Table 3.2.1)) is used. Accordingly,

$$F = (0.47)\ (410{,}000) = 192{,}700 \text{ lbs.}$$

No dynamic amplification is assumed as the overpack, considered as a beam, has a natural frequency well into the rigid range.

The moment, M, at the base of the HI-STORM 100 due to this lateral force is given by

$$M = \frac{F\,H}{2}$$

where H = height of HI-STORM 100 (taken conservatively as 235 inches). Note that the loading has now been approximated as a uniform load acting over the full height of the cask.

The flexural stress, σ, is given by the ratio of the moment M to the section modulus of the steel shell structure, z, which is computed to be 12,640 in^3 for the HI-STORM 100 overpack with inner and outer shell thicknesses of 1-1/4" and 3/4", respectively. The use of this value is conservative since the steel section modulus associated with the optional 1" thick inner and outer shell design is slightly higher.

Therefore,

$$\sigma = \frac{(192{,}700)\,(235)}{(12{,}640)\,(2)} = 1{,}791 \text{ psi}$$

We note that the strength of concrete has been neglected in the above calculation.

The maximum axial stress in the storage overpack shell will occur on the "compressive" side where the flexural bending stress algebraically sums with the direct compression stress σ_d from vertical compression.

From the representative acceleration tables, the vertical seismic accelerations corresponding to the net 0.47g horizontal acceleration is below 0.25g.

Therefore, using the maximum storage overpack weight (bounded by 410,000 lbs. from data in Table 3.2.1)

$$\sigma_d = \frac{(410{,}000)\,(1.25)}{554.47} = 924 \text{ psi}$$

where 554.47 sq. inch is the metal area (cross section) of the steel structure in the HI-STORM 100 storage overpack as computed in Subsection 3.4.4.3.2.1. The total axial stress, therefore, is

$$\sigma_T = 1{,}791 + 924 = 2{,}715 \text{ psi}$$

Per Table 3.1.12, the allowable membrane stress intensity for a Level D event is 39,750 psi at 350 degrees F.

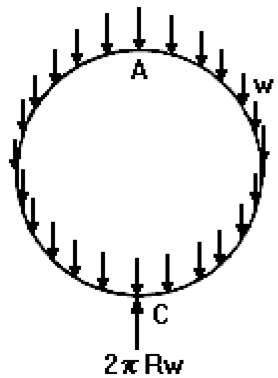
The Factor of Safety, β, is, therefore

$$\beta = \frac{39{,}750}{2{,}715} = 14.6$$

Examination of the stability calculations for the overpack outer shell under a 45-g vertical end drop demonstrates that no instability will result from this compressive load induced by a seismic or other environmental load leading to bending of the storage overpack as a beam.

The previous calculation has focused on the axial stress in the members developed assuming that the storage overpack does not overturn but resists the lateral load by remaining in contact with the ground and bending like a beam. Since the lateral loading is only over a portion of the periphery, there is also the potential for this load to develop circumferential stress in the inner and outer shells to resist ovalization of the shells. To demonstrate continued retrievability of the MPC after a seismic event, it must be shown that either the stresses remain in the elastic range or that any permanent deformation that develops due to plasticity does not intrude into the MPC envelope after the event is ended. In the following subsection, classical formulas for the deformation of rings under specified surface loadings are used to provide a conservative solution for the circumferential stresses in the HI-STORM 100. Specifically, the solution for a point-supported ring subject to a gravitational induced load, as depicted in the sketch below, is implemented. This solution provides a conservative estimate of the circumferential stress and the deformation of the ring that will develop under the actual applied seismic load.

Ring supported at base and loaded by its own weight, w, given per unit circumferential length.



The solution considers the geometry and load appropriate to a unit length of the inner and outer shells of the HI-STORM 100 storage overpack with a total weight equal to the overpack bounding weight (no MPC) subject to a 45g deceleration inertial loading. The numerical results for the 45g tipover event can be directly applied here by multiplying by the factor "X", where "X" reflects the differences in the deceleration and the weights used for the tipover event and for the seismic load case here in this subsection.

X = (0.47g/45g) x (410,000lb./270,000lb.) = 0.0159

Using this factor on the tipover solution gives the following bounding results for maximum stresses (without regard for sign and location of the stress) and deformations:

Maximum circumferential stress due to bending moment = (29,310 psi x X) = 466 psi

Maximum circumferential stress due to mean tangential force = (18,900 lb./2 sq.inch) x X = 150.3 psi

Change in diameter in the direction of the load = -0.11" x X = -0.0017"

Change in diameter perpendicular to the direction of the load = +0.06" x X = 0.0010"

From the above results, it is clear that no permanent ovalization of the storage overpack occurs during the seismic event and that circumferential stresses will remain elastic and are bounded by the stresses computed based on considering the storage overpack as a simple beam. Therefore, the safety factors based on maximum values of axial stress are appropriate. The magnitudes of the diameter changes that are suggested by the ring solution clearly demonstrate that ready retrievability of the MPC is maintained after the seismic event.

Because of the low values for the calculated axial stress, the conclusions of the previous section are also valid for the HI-STORM 100S, and for the HI-STORM 100S, Version B.

Potential for Concrete Cracking

It can be readily shown that the concrete shielding material contained within the HI-STORM 100 structure will not crack due to the flexuring action of HI-STORM 100 during a bounding seismic event that leads to a maximum axial stress in the storage overpack. For this purpose, the maximum axial strain in the steel shell is computed by dividing the tensile stress developed by the seismic G forces (for the HI-STORM 100, for example) by the Young's Modulus of steel.

$$\zeta = \frac{1{,}791 - 858}{28\,\mathrm{E}{+}\,06} = 33.3\,\mathrm{E}\text{-}\,06$$

where the Young's Modulus of steel is taken from Table 3.3.2 at 350 degrees F.

The acceptable concrete strain in tension is estimated from information in ACI-318.1 for plain concrete. The ratio of allowable tensile stress to concrete Young' Modulus is computed as

Allowable Concrete Strain = $(5 \times (0.75) \times (f)^{1/2})/(57{,}000(f)^{1/2}) = 65.8\mathrm{E}{-}06$

In the above expression, f is the concrete compressive strength.

Therefore, we conclude that considerable margins against tensile cracking of concrete under the bounding seismic event exist.

Sliding Analysis

An assessment of sliding of the HI-STORM 100 System on the ISFSI pad during a postulated seismic event is performed using a one-dimensional "slider block on friction supported surface" dynamic model. The results for the shorter HI-STORM 100S are comparable. The HI-STORM 100 is simulated as a rigid block of mass 'm' placed on a surface, which is subject to a sinusoidal acceleration of amplitude 'a'. The coefficient of friction of the block is assumed to be reduced by a factor α to recognize the contribution of vertical acceleration in the most adverse manner (vertical acceleration acts to reduce the downward force on the friction interface). The equation of motion for such a "slider block" is given by:

$$m\ddot{x} = R + m\,a\sin\omega t$$

where:

$\ddot{x}$: relative acceleration of the slider block (double dot denotes second derivative of displacement 'x' in time)

a: amplitude of the sinusoidal acceleration input

ω: frequency of the seismic input motion (radians/sec)

t: time coordinate

R is the resistive Coulomb friction force that can reach a maximum value of μ(mg) (μ= coefficient of friction) and which always acts in the direction of opposite to $\dot{x}(t)$.

Solution of the above equation can be obtained by standard numerical integration for specified values of m, a, α and μ. The calculation is performed for representative horizontal and vertical accelerations of 0.47g and 0.16g, respectively. The input values are summarized below.

a = 0.47g

α = 0.84 = 1 - vertical acceleration (= 0.16g)

m = 360,000 lbs/g

μ = 0.25

For establishing the appropriate value of ω, reference is made to the USAEC publication TID-7024, "Nuclear Reactor and Earthquakes", page 35, 1963, which states that the significant energy of all seismic events in the U.S. essentially lies in the range of 0.4 to 10 Hz. Taking the mid-point value

ω = (6.28) (0.5) (0.4+10) = 32.7 rad/sec.

The numerical solution of the above equation yields the maximum excursion of the slider block x_{max} as 0.12 inches, which is negligible compared to the spacing between casks.

Calculations performed at lower values of ω show an increase in x_{max} with reducing ω. At 1 Hz, for example, x_{max} = 3.2 inches. It is apparent from the above that there is a large margin of safety against inter-module collision within the HI-STORM 100 arrays at an ISFSI, where the minimum installed spacing is over 2 feet (Table 1.4.1).

The above dynamic analysis indicates that the HI-STORM 100 System undergoes minimal lateral vibration under a seismic input with net horizontal ZPA g-values as high as 0.47 even under a bounding (from below) low interface surface friction coefficient of 0.25. Data reported in the literature (ACI-349R (97), Commentary on Appendix B) indicates that values of the coefficient of friction, μ, as high as 0.7 are obtained at steel/concrete interfaces.

To ensure against unreasonably low coefficients of friction, the ISFSI pad design may require a "broom finish" at the user's discretion. The bottom surface of the HI-STORM 100 is manufactured from plate stock (i.e. non-machine finish). A coefficient of friction value of 0.53 is considered to be a conservative numerical value for the purpose of ascertaining the potential for incipient sliding of the HI-STORM 100 System. The coefficient of friction is required to be verified by test (see Table 2.2.9).

The relationship between the vertical ZPA, G_V, (conservatively assumed to act opposite to the normal gravitational acceleration), and the resultant horizontal ZPA G_H to insure against incipient sliding is given from static equilibrium considerations as:

$$G_H + \mu G_V \leq \mu$$

Using a conservative value of μ equal to 0.53, the above relationship provides governing ZPA limits for a HI-STORM 100 (or 100S) System arrayed in a freestanding configuration. The table below gives representative combinations that meet the above limit.

G_H (in g's)	G_V (in g's)
0.445	0.16
0.424	0.20
0.397	0.25
0.350	0.34

Since the sliding inequality is independent of the weight and centroid of the cask system, the results above remain valid for HI-STORM overpacks with high density concrete and with different heights.

If the values for the DBE event at an ISFSI site satisfy the above inequality relationship for incipient sliding with coefficient of friction equal to 0.53, then the non-sliding criterion set forth in NUREG-1536 is assumed to be satisfied a'priori. However, if the ZPA values violate the inequality by a small amount, then it is permissible to satisfy the non-sliding criterion by implementing measures to roughen the HI-STORM 100/ISFSI pad interface to elevate the value of μ to be used in the inequality relation. To demonstrate that the value of μ for the ISFSI pad meets the required value implied by the above inequality, a series of Coulomb friction tests (under the QA program described in Chapter 13) shall be performed as follows:

Pour a concrete block with horizontal dimensions no less than 2' x 2' and a block thickness no less than 0.5'. Finish the top surface of the block in the same manner as the ISFSI pad surface will be prepared.

Prepare a 6" x 6" x 2" SA516 Grade 70 plate specimen (approximate weight = 20.25 lb.) to simulate the bottom plate of the HI-STORM 100 overpack. Using a calibrated friction gage attached to the steel plate, perform a minimum of twenty (20) pull tests to measure the static coefficient of friction at the interface between the concrete block and the steel plate. The pull tests shall be performed on at least ten (10) different locations on the block using varying orientations for the pull direction.

The coefficient of friction to be used in the above sliding inequality relationship will be set as the average of the results from the twenty tests.

The satisfaction of the "no-sliding" criterion set down in the foregoing shall be carried out along with the "no-overturning" qualification (using the static moment balance method in the manner described at the beginning of this subsection) and documented as part of the ISFSI facility's 10CFR72.212 evaluation.

<u>Alternative Evaluation of Overturning and Sliding</u>

In this subsection, an evaluation of the propensity for the free standing cask to be in a state of either incipient overturning or incipient sliding has been performed using a simple static analysis that is independent of time phasing of the input acceleration time histories and considers only the Zero Period Acceleration (ZPA) obtained from the response spectra. For both incipient overturning and incipient sliding, the following inequality must be satisfied to ensure satisfaction of the static criteria.

$$G_H + \mu G_V \leq \mu$$

For the incipient overturning evaluation, μ=(radius of cask base/height to loaded cask center-of-gravity). For the incipient sliding evaluation, μ= Coulomb coefficient of friction =0.53 at the cask/ISFSI pad interface (unless testing justifies use of a higher value). The inequality has been derived assuming that the cask is resting on a flat and level surface that is subject to a seismic event characterized by a response spectra set with the net horizontal and vertical Zero Period Acceleration (ZPA) denoted by G_H and G_V, respectively.

This "screening" evaluation provides a conservative criterion to insure that top-of-pad acceleration time histories from the aggregate effect of soil structure interaction and free field acceleration would not predict initiation of overturning or sliding. If on-the-pad acceleration time histories are available, the applicable inequality (for overturning and sliding) may be satisfied at <u>each time instant</u> during the Design Basis Earthquake with G_H and G_V representing coincident values of the magnitude of the net horizontal and vertical acceleration vectors.

3.4.7.2 Explosion (Load Case 05 in Table 3.1.5)

In the preceding subsection, it has been demonstrated that incipient tipping of the storage overpack will not occur under a side load equal to 0.47 times the weight of the cask. For a fully loaded cask with high density concrete, this side load is equal to

F = 192,700 lb.

If it is assumed that this side load is uniformly distributed over the height of the cask and that the cask centroid is approximately at the half-height of the overpack, then an equivalent pressure, P, acting over 180 degrees of storage overpack periphery, can be defined as follows:

P x (DH) = F

Where D = overpack outside diameter, and H = minimum height of a storage overpack (HI-STORM 100S Version B(218)).

For D = 132.5" and H = 218", the equivalent pressure is

P = 192,700 lb/(132.5" x 218") = 6.67 psi

Therefore, establishing 5 psi as the design basis steady state pressure differential (Table 2.2.1) across the overpack diameter is reasonable.

Since the actual explosion produces a transient wave, the use of a static incipient tip calculation is very conservative. To evaluate the margin against tip-over from a short-time pressure pulse, a Working Model analysis of the two-dimensional dynamic motion of the HI-STORM subject to a given initial angular velocity is carried out. Figures 3.4.25 and 3.4.26 provide details of the model and the solution for a HI-STORM 100 System (simulated as a rigid body) having a weight and inertia property appropriate to a minimum weight cask of height H=235". The results show that an initial angular velocity of 0.626 radians/second does not lead to a tipover of the storage overpack. The results bound those obtained for the HI-STORM 100S(232) and for the HI-STORM 100S Version B (229) since the overall cask height is reduced. The results for the HI-STORM 100S(243) are roughly equal to the results for the HI-STORM 100 since the differences in height and weight are negligible. The results for the HI-STORM 100S Version B will be bounded by the results presented because of lower centroid location.

Continuing, the initial angular velocity can be related to a square wave pressure pulse of magnitude P and time duration T by the following formula:

$I\omega = (P \times D \times H) \times (0.5 \times H) \times T$

The above formula relates the change in angular motion resulting from an impulsive moment about the base of the overpack. D is the diameter of the outer shell, H is the height of the storage overpack, and I is the mass moment of inertia of the storage overpack about the mass center (assumed to be at half-height). For D=132.5", H=235", P=10 psi, T=1 second, and I=64,277,000 lb.inch sec^2, the resulting initial angular velocity is:

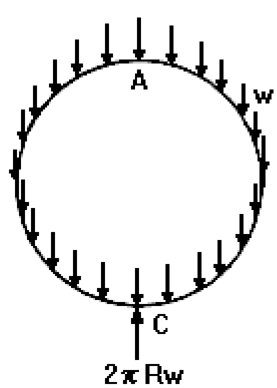
ω = 0.569 radians/second

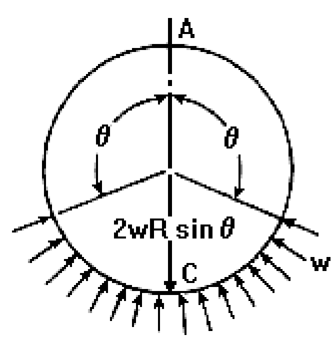
Therefore, an appropriate short time pressure limit is 10 psi with pulse duration less than or equal to 1 second. Table 2.2.1 sets this as the short-time external pressure differential.

The analysis in Subsection 3.4.7.1 evaluates ovalization of the shell by considering the seismically applied load as a line loading along the height of the overpack that is balanced by inertial body forces in the metal ring. The same solutions can be used to examine the circumferential stress state that would be induced to resist an external pressure that developed around one-half of the periphery. Such a pressure distribution may be induced by a pressure wave crossing the cask from a nearby explosion. It is shown here that a uniform pressure load over one-half of the overpack outer shell gives rise to an elastic stress state and deformation state that is bounded by a large margin by the results just presented for the seismic event in Subsection 3.4.7.1.

The case of an external pressure load from an explosion pressure wave (Load Case 05 in Table 3.1.5) is examined by combining the solutions for two different load cases. The combined case that results is a balance of pressure load over one-half the perimeter and inertial body forces. The sketch below describes this:

Case 1 + Case 3





Both cases are considered under identical total loads (with the angle in case 3 set to 90 degrees). Therefore, adding the results from the two cases results in the desired combined case; namely, the balance of a peripheral external pressure with internal all around loading simulating an inertia load (since the reactions are identical in magnitude and opposite in direction, there is a complete cancellation of the concentrated loads).

Examination of the results shows that the algebraic sum of the two solutions gives results that are smaller in magnitude than the case 1 solution for a line loading balanced by inertially induced body forces. The applied loading used to develop the solution for case 1 is 56,180 lb. per inch of storage overpack axial length. This load is equivalent to an external pressure P = 424 psi applied over one-half of the outer perimeter of the shell as is shown below:

P x D = 56,180 lb./inch D = 132.5”

P = 424 psi

Since this is higher by a large margin than any postulated external pressure load, circumferential stresses induced by the differential pressure specified in Table 2.2.1 are insignificant. Specifically, by adding the results from the two solutions (ring load case 1 for a point support reaction to a body force + ring load case 3 for a point support reaction to a lateral pressure over one-half of the perimeter), it is determined that the circumferential bending stress from case 1 is reduced by the factor “R” to obtain the corresponding stress from the combined case. R is computed as the ratio of moment magnitudes from the combined case to the results of case 1 alone.

R = (maximum bending moment from case 1 + case 3)/(maximum bending moment from case 1)
= 0.75/6.197 = 0.12

Examination of the graphs from the moment distribution from the two solutions shows that the individual terms always subtract and nearly cancel each other at every location.

Therefore, it is concluded that the maximum circumferential stress that develops under a pressure of 424 psi applied over one-half of the perimeter, and conservatively assumed balanced by inertia loading, is

Stress = 29,310 psi x 0.12 = 3517 psi

The stress due to a differential pressure of 10 psi (Table 2.2.1) is only 2.36% of the above value and needs no further evaluation for stress limits or deformation to demonstrate retrievability of the MPC. Because of the large margin obtained for a specific set of values appropriate to the HI-STORM 100, the same conclusion is reached for the HI-STORM 100S and the HI-STORM 100S, Version B; that is, differential pressures of the postulated magnitude will not affect retrievability of the stored MPC.

3.4.7.3 Anchored HI-STORM Systems Under High-Seismic DBE (Load Case C in Table 3.1.1)

The anchored HI-STORM System (Figures 1.1.4 and 1.1.5) is assumed to be subjected to quasi-static inertial seismic loads corresponding to the ZPA design basis limits given in Table 2.2.8. The results from this quasi-static analysis are used to evaluate structural margins for the preloaded anchor studs and the sector lugs. In the quasi-static evaluation, the effect of the “rattling” of the MPC inside of the overpack is accounted for by the imposition of a dynamic load factor of 2.0 on the incremental stresses that arise during the seismic event. In addition to the quasi-static analysis, confirmatory 3-D dynamic analyses are performed using base acceleration excitation histories developed from two sets of response spectra. Figure 3.4.30 shows the two sets of response spectra that are assumed to be imposed at the top of the ISFSI pad. One set of response spectra is the Regulatory Guide 1.60 spectra for 5% damping with zero period acceleration conservatively amplified to 1.5 in each direction. This spectra set has been used as the input spectra at many nuclear plants in the U.S. (although generally, the ZPA was much below 1.0). Three statistically independent acceleration time histories (two horizontal labeled as “H1”, “H2”) and one vertical (labeled as “VT”) have been developed. A twenty-second duration event was considered. Figures 3.4.31 to 3.4.33 show the time histories. The second set of response spectra used for time history analysis has similar levels of zero period acceleration but has higher peak spectral acceleration values in the low frequency range (2-3 Hz). This spectra set is the design basis set for a Pacific coast U.S. plant. Figures 3.4.34 to 3.4.36 (labeled as “FN”, “FP” for the two horizontal acceleration histories and “FV” for the vertical acceleration time history), show the corresponding time histories simulating a long duration seismic event (170 seconds).

The objectives of the quasi-static and dynamic seismic analyses are the following:

i. Quantify the structural safety factor in the anchor studs and in the sector lugs that constitute the fastening system for the loaded HI-STORM 100A overpack. The structural safety factor is defined as the ratio of the permitted stress (stress intensity) per Subsection “NF” of the ASME Code to the maximum stress (stress intensity) developed in the loaded component.

ii. Compute the safety factor against fatigue failure of the anchor studs from a single seismic event.

iii. Quantify the interface loads applicable to the ISFSI pad to enable the ISFSI owner to design the ISFSI pad under the provisions of ACI-349 (85). The bounding interface loads computed for the maximum intensity seismic event (ZPA) and for extreme environmental loads may be used in pad design instead of the site-specific loads calculated for the loadings applicable to the particular ISFSI.

The above design objectives are satisfied by performing analyses of a loaded HI-STORM 100A System using a conservative set of input data and a conservative dynamic model. Calculations using the quasi-static model assume that the net horizontal inertia loads and the vertical inertia load correspond to the weight of the loaded cask times the appropriate ZPA. The results from the analyses are set down as the interface loads, and may be used in the ISFSI pad design work effort by the ISFSI owner. The information on the seismic analysis is presented in five paragraphs as follows:

Input data for analysis
Quasi-static model and results
Dynamic model and modeling assumptions.
Results of dynamic analysis
Summary of interface loads

a. Input Data for Analysis:

Key input data for the seismic analysis of a loaded HI-STORM 100A System is summarized in Table 3.4.10. As can be seen from Table 3.4.10, the input data used in the analysis is selected to bound the actual data, wherever possible, so as to maximize the seismic response. For example, a bounding weight of the loaded MPC and HI-STORM 100A overpack is used because an increase in the weight of the system directly translates into an increased inertial loading on the structure.

For quasi-static analysis, bounding ZPA values of 1.5 in all three directions are used with the vertical event directed upward to maximize the stud tension. The resulting ZPA's are then further amplified by the dynamic load factor (DLF=2.0) to reflect "rattling" of the MPC within the overpack. Input data for anchor stud lengths are representative. We consider long and short studs in order to evaluate the effect of stud spring rate.

For the confirmatory dynamic analyses, the time history base excitations are shown in Figures 3.4.31 through 3.4.36 and the propensity for "rattling" is included in the model.

b. Quasi-Static Model and Results:

We consider the HI-STORM100A baseplate as a rigid plate resting on the ISFSI pad with the twenty-eight studs initially preloaded so as to impart a compressive load at the baseplate pad interface that is balanced by a tensile load in the studs prior to the seismic event occurring. The discrete studs are replaced by a thin ring located at the stud circle radius for analysis purposes. The thickness of the thin ring is set so that the ring area is equal to the total stress area of the twenty-eight studs. Figure 3.4.37 shows a view of a segment of the baseplate with the outline of the ring. The ISFSI pad is represented by a linear spring and a rotational spring with spring constants determined from the exact solution for a rigid circular punch pressed into a elastic half-space. We assume that subsequent to pre-tensioning the studs, the seismic event occurs, represented by a net horizontal load DH and a net vertical load DV. In the analysis, the input loads DH and DV are:

$$G_H = (1.5^2 \text{ x } 2)^{1/2} \text{ x DLF} = 4.242 \; ; \quad G_V = 1.5 \text{ x DLF} = 3.0$$

$$DH = G_H \text{ x } 360{,}000 \text{ lb.} \; ; \quad DV = -G_V \text{ x } 360{,}000 \text{ lb}$$

DH is the magnitude of the vector sum of the two horizontal ZPA accelerations multiplied by the bounding HI-STORM 100A weight. Similarly, DV is an upward directed load due to the vertical ZPA acceleration. The upward direction is chosen in order to maximize the stud tension as the assemblage of studs and foundation resists overturning from the moment induced by DH applied at the centroid of the cask. Figure 3.4.38 shows the free-body diagram associated with the seismic event. Essentially, we consider an analysis of a pre-compressed interface and determine the interface joint behavior under the imposition of an external loading (note that this kind of analysis is well established in the pressure vessel and piping area where it is usually associated with establishing the effectiveness of a gasketed joint). An analysis is performed to determine the maximum stud tension that results if the requirement of no separation between baseplate and pad is imposed under the imposed loading. The following result is obtained from static equilibrium, for a preload stress of 60 ksi, when the "no separation condition" is imposed:

$$\frac{2a/3h_{cg}\left(F_{preload}/W+1\right)\left(1+\alpha_1\right)}{G_H - 2a/3h_{cg}\left(G_V\left(1+\alpha_1\right)/\left(1+\alpha\right)\right)} = 1.016$$

In the above equation,

$F_{preload}$ = (Total stress area of twenty-eight, 2" diameter studs) x 60 ksi = 4,200,000 lb.

W = Bounding weight of loaded HI-STORM 100A = 360,000 lb.

a = 73.25 inches,

h_{cg} = 118.5 inches

The coefficients α and α_1 relate the stiffness of the totality of studs to the stiffness of the foundation under direct loading and under rotation. The result given above is for the representative case of stud free length "L", equal to

L= 42 inches, which gives α and α_1 equal to 0.089 and 0.060, respectively.

A simplified confirmatory analysis of the above problem can be performed by considering the limiting case of a rigid baseplate and a rigid ISFSI pad. In the limit of a rigid ISFSI pad (foundation), the coefficients α and α_1 go to zero. A related solution for the case of a rigid baseplate and a rigid foundation can be obtained when the criteria is not incipient separation, but rather, a more "liberal" incipient rotation about a point on the edge of the baseplate. That solution is given in "Mechanical Design of Heat Exchangers and Pressure Vessel Components", by Singh and Soler (Arcturus Publishers, 1984). The result is (for 60 ksi pre-stress in each stud):

$$\frac{a/h_{cg}\left(F_{preload}/W+1\right)}{G_H - a/h_{cg}\left(G_V\right)} = 1.284$$

Although not a requirement of any design code imposed herein, the right hand side of the previous relationships can be viewed as the safety factor against incipient separation (or rotation about an edge) at the radius "a". Note that since we have assumed a bounding event, there is an additional margin of 1.5 in results since the Reg. Guide 1.60 event has not been applied with a ZPA in excess of 1.0.

For the real seismic event associated with a western U.S. plant having a slightly lower horizontal ZPA and a reduced vertical ZPA (see Figure 3.4.30). Using the same DLF =2.0 to account for "rattling" of the confined MPC:

$$G_H = 4.1 \quad ; \quad G_V = 2.6,$$

the aforementioned safety factors are:

SF (incipient separation) = 1.076
SF (incipient edging) = 1.372

The increment of baseplate displacement and rotation, up to incipient separation, is computed from the equilibrium and compatibility equations associated with the free body in Figure 3.4.38 and the change in stud tension computed. The following formula gives the stud tensile stress in terms of the initial preload and the incremental change from the application of the horizontal and vertical seismic load.

$$\sigma_{stud} = \sigma_{preload} + \alpha \frac{W}{NA_{stress}} \left(\frac{-G_V}{1+\alpha} + \left(\frac{3h_{cg}}{2a}\right)\left(\frac{c}{a}\right)\left(\frac{G_H}{1+\alpha_1}\right) \right)$$

In the above formula,

N = number of studs = 28 (maximum number based on HI-STORM dimensions). For lower seismic inputs, this might be reduced (in groups of 4 to retain symmetry).

A_{stress} = tensile stress area of a 2" diameter stud

2c = stud circle diameter

The results demonstrate that there is a relatively small change in stud stress from the initial pre-tension condition with the ISFSI pad foundation resisting the major portion of the overturning moment. For the geometry considered (maximum stud free length and nominal pre-stress), the maximum tensile stress in the stud increases by 9.1%. The following table summarizes the results

from the quasi-static analysis using minimum ultimate strength for the stud to compute the safety factors. Note that under the seismic load, the direct stress in the stud is limited to 70% of the stud ultimate strength (per Appendix F of the ASME Code Section III). The allowable pad compressive stress is determined from the ACI Code assuming confined concrete and the minimum concrete compressive strength from Table 2.0.4. Because of the large compressive load at the interface from the pre-tensioning operation, the large frictional resistance inhibits sliding of the cask. Consequently, there will be no significant shear stress in the studs. Safety factors for sliding are obtained by comparing the ratio of horizontal load to vertical load with the coefficient of friction between steel and concrete (0.53). Values in parenthesis represent results obtained using ZPA values associated with the real seismic event for the western U.S. plant instead of the bounding Reg. Guide 1.60 event.

SUMMARY OF RESULTS FOR STUDS AND INTERFACE FROM QUASI-STATIC SEISMIC EVALUATION WITH DLF = 2.0, Stud Prestress = 60 ksi			
Item	**Calculated Value**	**Allowable Value**	**Safety Factor = (Allowable Value/Calculated Value)**
Stud Stress(ksi) (42" stud free length)	65.48 (65.18)	87.5	1.336 (1.343)
Maximum Pad Pressure (ksi)(42" stud free length)	3.126 (3.039)	4.76	1.52 (1.57)
Stud Stress (ksi)(16" stud free length)	73.04 (72.34)	87.5	1.20 (1.21)
Maximum Pad Pressure(ksi) (16" stud free length)	2.977 (2.898)	4.76	1.60 (1.64)
Overpack Sliding	0.439 (0.407)	0.53	1.21 (1.31)

The effect of using a minimum stud free length in the embedment design is to increase the values of the coefficients α and α_1 because the stud stiffness increases. The increase in stud stiffness, relative to the foundation stiffness results in an increase in incremental load on the studs. This is a natural and expected characteristic of preloaded configurations. It is noted that the stud safety factors are based on minimum ultimate strength and can be increased, without altering the calculated results, by changing the stud material.

The quasi-static analysis methodology has also been employed to evaluate the effects of variation in the initial pre-stress on the studs. The following tables reproduce the results above for the cases of lower bound stud pre-stress (55 ksi) and upper bound stud pre-stress (65 ksi) on the studs. Only the results using the values associated with the Reg. Guide 1.60 bounding event are reported.

SUMMARY OF RESULTS FOR STUDS AND INTERFACE FROM QUASI- STATIC SEISMIC EVALUATION WITH DLF = 2.0, Stud Prestress = 55 ksi			
Item	**Calculated Value**	**Allowable Value**	**Safety Factor = (Allowable Value/Calculated Value)**
Stud Stress(ksi) (42" stud free length)	60.48	87.5	1.45
Maximum Pad Pressure (ksi)(42" stud free length)	3.012	4.76	1.58
Stud Stress (ksi)(16" stud free length)	68.07	87.5	1.29
Maximum Pad Pressure(ksi) (16" stud free length)	2.862	4.76	1.663
Overpack Sliding	0.488	0.53	1.09

SUMMARY OF RESULTS FOR STUDS AND INTERFACE FROM QUASI- STATIC SEISMIC EVALUATION WITH DLF = 2.0, Stud Prestress = 65 ksi			
Item	**Calculated Value**	**Allowable Value**	**Safety Factor = (Allowable Value/Calculated Value)**
Stud Stress(ksi) (42" stud free length)	70.48	87.5	1.24
Maximum Pad Pressure (ksi)(42" stud free length)	3.24	4.76	1.47
Stud Stress (ksi)(16" stud free length)	78.07	87.5	1.12
Maximum Pad Pressure(ksi) (16" stud free length)	3.091	4.76	1.54
Overpack Sliding	0.399	0.53	1.33

The results above confirm the expectations that an increase in preload increases the safety factor against sliding. The calculated coefficient of friction in the above tables is computed as the ratio of applied horizontal load divided by available vertical load. For all combinations examined, ample margin against incipient separation at the interface exists.

Based on the results from the quasi-static analysis, an assessment of the safety factors in the sector lugs is obtained by performing a finite element analysis of a repeated element of one of the sector lugs. Figure 3.4.39 shows the modeled section and the finite element mesh. The stud load is conservatively applied as a uniform downward pressure applied over a 5"x5" section of the extended baseplate simulating the washer between two gussets. This is conservative as the rigidity of the washer is neglected. The opposing pressure loading from the interface pressure is applied as a pressure over the entire extended baseplate flat plate surface. Only one half the thickness of each gusset plate is included in the model. The outer shell is modeled as 3/4" thick, which corresponds to the minimum thickness option per Bill of Material 1575.

Two cases are considered: (1) the pre-loaded state (a Normal Condition of Storage-Level A stress limits apply); and, (2), the seismic load condition at the location of the maximum tensile load in a stud (an Accident Condition of Storage – Level D stress intensity limits apply). Figures 3.4.40 and 3.4.41 present the stress results for the following representative input conditions:

Level A analysis - Preload stress/bolt = 60 ksi

Level D analysis - Maximum Bolt stress (includes seismic increment) = 65.5 ksi

In the Level A analysis, the resisting local foundation pressure exactly balances the preload. For the Level D analysis, the opposing local foundation pressure = 190 psi (average over the area between gussets). This represents the reduced pressure under the highest loaded stud under the induced rotation of the storage system.

The most limiting weld stress is obtained by evaluating the available load capacity of the fillet weld attaching the extended baseplate annulus region to the gussets (approximately 25 inches of weld per segment) using a limit strength equal to 42% of the ultimate strength of the base material.

The following table summarizes the limiting safety factors for the sector lugs. Allowable values for primary bending stress and stress intensity are from Tables 3.1.10 and 3.1.12 for SA-516 Grade 70 at~~@~~ 300 degrees F.

SUMMARY OF RESULTS FOR SECTOR LUGS FROM QUASI-STATIC SEISMIC EVALUATION			
Item	**Calculated Value**	**Allowable Value**	**Safety Factor = (Allowable Value/Calculated Value)**
Maximum Primary Membrane + Bending Stress Away From Loaded Region and Discontinuity (ksi) – Case 1 - Preload	15.62	26.3	1.68
Maximum Primary Membrane + Bending Stress Intensity Away From Loaded Region and Discontinuity (ksi) – Case 2 - Preload + Seismic	36.67	60.6	1.65
Maximum Weld Shear Load (kips)	150.8	194.9	1.29

c. Dynamic Model and Modeling Assumptions:

The dynamic model of the HI-STORM 100A System consists of the following major components.

i. The HI-STORM 100 overpack is modeled as a six degree-of-freedom (rigid body) component.

ii. The loaded MPC is also modeled as a six degree-of-freedom (rigid body) component that is free to rattle inside the overpack shell. Gaps between the two bodies reflect the nominal dimensions from the drawings.

iii. The contact between the MPC and the overpack is characterized by a coefficient of restitution and a coefficient of friction. For the dynamic analysis, the coefficient of restitution is set to 0.0, reflecting the large areas of nearly flat surface that come into contact and have minimal relative rebound. The coefficient of friction is set to 0.5 between all potentially contacting surfaces of the MPC/overpack interface.

iv. The anchor studs, preloaded to axial stress σ_i (Table 3.4.10), induce a contact stress between the overpack base and the ISFSI pad. The loaded cask-pad interface can support a certain amount of overturning moment before an uplift (loss of circularity of the contact patch) occurs. The anchor studs are modeled as individual linear springs connecting the periphery of the extended baseplate to the ISFSI pad section. The resistance of the foundation is modeled by a vertical linear spring and three rotational springs connected between the cask baseplate center point and the surface of the flat plate modeling the driven ISFSI pad. The ISFSI pad is driven with the three components of acceleration time history applied simultaneously.

The HI-STORM 100A dynamic model described above is implemented on the public domain computer code WORKING MODEL (also known as VisualNastran) (See Subsection 3.6.2 for a description of the algorithm).

Figures 3.4.42 and 3.4.43 show the rigid body components of the dynamic model before and after assembly. The linear springs are not shown. Mass and inertia properties of the rigid bodies are consistent with the bounding property values in Table 3.4.10.

d. Results of Dynamic Analysis:

Figures 3.4.44 –3.4.47 show results of the dynamic analysis using the Reg. Guide 1.60 seismic time histories as input accelerations to the ISFSI pad. Figure 3.4.44 shows variation in the vertical foundation compressive force. Figure 3.4.45 shows the corresponding load variation over time for the stud having the largest instantaneous tensile load. An initial preload of approximately 150,000 lb is applied to each stud (corresponding to 60,160 psi stud tensile stress). This induces an initial compression load at the interface approximately equal to 571,000 lb. (including the dead weight of the loaded HI-STORM). Figures 3.4.44 and 3.4.45 clearly demonstrate that the foundation resists the majority of the oscillatory and impactive loading as would be expected of a preloaded configuration.

Figure 3.4.46 shows the impulse (between the MPC and HI-STORM 100A) as a function of time. It is clear that the "spikes" in both the foundation reaction and the stud load over the total time of the event are related to the impacts of the rattling MPC. The results provide a graphic demonstration that the rattling of the MPC inside the overpack must be accounted for in any quasi-static representation of the event. The quasi-static results presented herein for the anchored system, using a DLF = 2.0, are in excellent agreement with the dynamic simulation results.

We note that the dynamic simulation, which uses an impulse-momentum relationship to simulate the rattling contact, leads to results having a number of sharp peaks. Given that the stress intensity limits in the Code assume static analyses, filtering of the dynamic results is certainly appropriate prior to comparing with any static allowable strength. We conservatively do not perform any filtering of the results prior to comparison with the quasi-static analysis; we note only that any filtering of the dynamic results to eliminate high-frequency effects resulting from the impulse-momentum contact model would increase the safety factors. Finally, Figure 3.4.47 shows the ratio of the net interface horizontal force (needed to maintain equilibrium) to the instantaneous compression force at the ISFSI pad interface with the base of the HI-STORM 100A. This ratio, calculated at each instant of time from the dynamic analysis results using the Reg. Guide 1.60 event, represents an instantaneous coefficient of friction that is required to ensure no interface relative movement. Figure 3.4.47 demonstrates that the required coefficient of friction is below the available value 0.53. Thus, the dynamic analysis confirms that the foundation interface compression, induced by the preloading action, is sufficient to maintain a positive margin against sliding without recourse to any resistance from the studs.

The results of the dynamic analysis using acceleration time histories from the Reg. Guide 1.60 response spectra (grounded at 1.5 g's) confirm the ability of the quasi-static solution, coupled with a dynamic load factor, to correctly establish structural safety factors for the anchored cask. The dynamic analysis confirms that stud stress excursions from the preload value are minimal despite the large overturning moments that need to be balanced.

A second dynamic simulation has been performed using the seismic time histories appropriate to a pacific coast U.S. nuclear plant (Figures 3.4.34-3.4.36). The ZPA of these time histories are slightly less than the Reg. Guide 1.60 time histories but the period of relatively strong motion extends over a longer time duration. The results from this second simulation exhibit similar behavior as those results presented above and provide a second confirmation of the validity of the safety factors predicted by the quasi-static analysis. Reference [3.4.14] (see Subsection 3.8) provides archival information and backup calculations for the results summarized here.

Stress cycle counting using Figure 3.4.45 suggests 5 significant stress cycles per second provides a bounding number for fatigue analysis. A fatigue reduction factor of 4 is appropriate for the studs (per ASME Code rules). Therefore, a conservative analysis of fatigue for the stud is based on an alternating stress range of:

S(alt) = .5 x (22,300 psi) x 4 = 44,600 psi for 5 cycles per second. The value for the stress range is obtained as the difference between the largest tensile stress excursions from the mean value as indicated in the figure.

To estimate fatigue life, we use a fatigue curve from the ASME Code for high strength steel bolting materials (Figure I.9.4 in Appendix I, ASME Code Section III Appendices) For an amplified alternating stress intensity range of 44,600 psi, Figure I.9.4 predicts cyclic life of 3,000 cycles. Therefore, the safety factor for failure of a stud by fatigue during one Reg. Guide 1.60 seismic event is conservatively evaluated as:

SF(stud fatigue) = 3,000/100 = 30.

For the long duration event, even if we make the conservative assumption of a nine-fold increase in full range stress cycles, the safety factor against fatigue failure of an anchor stud from a single seismic event is 3.33. Recognizing that the fatigue curve itself is developed from test data with a safety factor of 20 on life and 4 on stress, the results herein demonstrate that fatigue failure of the anchor stud, from a single seismic event, is not credible.

e. Summary of Interface Loads for ISFSI Pad Design:

Bounding interface loads are set down for use by the ISFSI pad designer and are based on the validated quasi-static analysis and a dynamic load factor of 2.0:

BOUNDING INTERFACE LOADS FOR ISFSI PAD STRUCTURAL/SEISMIC DESIGN	
D (Cask Weight)	360 kips
D (Anchor Preload @ 65 ksi)	4,550 kips
E (Vertical Load)	1,080 kips
E (Net Horizontal Surface ShearLoad)	1,527.35 kips
E (Overturning Moment)	15,083 kip-ft.

3.4.8 Tornado Wind and Missile Impact (Load Case B in Table 3.1.1 and Load Case 04 in Table 3.1.5)

During a tornado event, the HI-STORM 100 System is assumed to be subjected to a constant wind force. It is also subject to impacts by postulated missiles. The maximum wind speed is specified in Table 2.2.4 and the three missiles, designated as large, intermediate, and small, are described in Table 2.2.5.

In contrast to a freestanding HI-STORM 100 System, the anchored overpack is capable of withstanding much greater lateral pressures and impulsive loads from large missiles. The quasi-static analysis result, presented in the previous subsection, can be used to determine a maximum permitted base overturning moment that will provide at least the same stud safety factors. This is accomplished by setting $G_V = 0.0$, DLF =1 and finding an appropriate G_H that gives equal or better stud safety factors. The resulting value of G^*_H establishes the limit overturning moment for combined tornado missile plus wind., M_L. (G^*_H x Weight x h_{cg}) is conservatively set as the maximum permissible moment at the base of the cask due to combined action of lateral wind and tornado missile loading. Thus, if the lateral force from a tornado missile impact is F at height h and that from steady tornado wind action is a resultant force W acting at cask mid-height (0.5H), and the

two loads are acting synergistically to overturn the cask, then their magnitudes must satisfy the inequality

$$0.5WH + Fh \leq M_L$$

where the limit moment is established to ensure that the safety factors for seismic load remain bounding.

M_L = 18,667 kip-ft.

Tornado missile impact factors should be factored into "F" prior to determining the validity of the above inequality for any specific site.

In the case of a freestanding system, the post impact response of the HI-STORM 100 System is required to assess stability. Both the HI-STORM 100 storage overpack, and the HI-TRAC transfer cask are assessed for missile penetration.

The results for the post-impact response of the HI-STORM 100 storage overpack demonstrate that the combination of tornado missile plus either steady tornado wind or instantaneous tornado pressure drop causes a rotation of the HI-STORM 100 to a maximum angle of inclination less than 3 degrees from vertical. This is much less than the angle required to overturn the cask. The results for the HI-STORM 100 are bounding since the HI-STORM 100S and the HI-STORM 100S Version B have a lower center of gravity when loaded. Since Appendix C uses a lower bound cask weight of 302,000 lb, the results are also bounding for HI-STORM overpacks that utilize high density concrete.

The maximum force (not including the initial pulse due to missile impact) acting on the projected area of the storage overpack is computed to be:

F = 91,920 lbs.

The instantaneous impulsive force due to the missile strike is not computed here; its effect is felt as an initial angular velocity imparted to the storage overpack at time equal to zero. The net resultant force due to the simultaneous pressure drop is not an all-around distributed loading that has a net resultant, but rather is more likely to be distributed only over 180 degrees (or less) of the storage overpack periphery. The circumferential stress and deformation field will be of the same order of magnitude as that induced by a seismic loading. Since the magnitude of the force due to F is less than the magnitude of the net seismically induced force considered in Subsection 3.4.7, the storage overpack global stress analysis performed in Subsection 3.4.7 remains governing. In the next subsection, results are provided for the circumferential stress and ovalization of the portion of the storage overpack due to the bounding estimate for the impact force of the intermediate missile.

3.4.8.1 HI-STORM 100 Storage Overpack

This subsection considers the post impact behavior of the HI-STORM 100 System after impact from tornado missiles. During an impact, the system consisting of missile plus storage overpack and MPC satisfies conservation of linear and angular momentum. The large missile impact is assumed to be inelastic. This assumption conservatively transfers all of the momentum from the missile to the system. The intermediate missile and the small missile are assumed to be unyielding and hence the entire initial kinetic energy is assumed to be absorbed by motion of the cask and local yielding and denting of the storage overpack surface. It is shown that cask stability is maintained under the postulated wind and large missile loads. The conclusion is also valid for the HI-STORM 100S and for the HI-STORM 100S Version B with or without the densified concrete shielding option since their lower centers of gravity inherently provide additional stability margin.

The penetration potential of the missile strikes (Load Case 04 in Table 3.1.5) is examined first. The detailed calculations show that there will be no penetration through the concrete surrounding the inner shell of the storage overpack or penetration of the top closure plate. Therefore, there will be no impairment to the confinement boundary due to missile strikes during a tornado. Since the inner shell is not compromised by the missile strike, there will be no permanent deformation of the inner shell. Therefore, ready retrievability is assured after the missile strike. The following paragraphs summarize the analysis work for the HI-STORM 100.

a. The small missile will dent any surface it impacts, but no significant puncture force is generated. The 1" missile can enter the air ducts, but geometry prevents a direct impact with the MPC.

b. The following table summarizes the denting and penetration analysis performed for the intermediate missile. Denting is used to connote a local deformation mode encompassing material beyond the impacting missile envelope, while penetration is used to connote a plug type failure mechanism involving only the target material immediately under the impacting missile. The results are applicable to the HI-STORM 100 and to the HI-STORM 100S. The HI-STORM 100S version B has a thicker outer shell than the classic HI-STORM 100, and a lid configuration that consists of a 1” lid cover plate backed by concrete and a 3” thick lid vent shield plate that acts as a barrier to a top lid missile strike. Therefore, the tabular results presented below are bounding for the HI-STORM 100S Version B.

Location	Denting (in.)	Thru-Thickness Penetration
Storage overpack outer Shell	6.87†	Yes (>0.75 in.)
Radial Concrete	9.27	No (<27.25 in.)
Storage overpack Top Lid	0.4	No (<4 in.)

† Based on minimum outer shell thickness of 3/4”. Penetration is less for HI-STORM 100 and 100S overpacks with 1” thick outer shell.

The primary stresses that arise due to an intermediate missile strike on the side of the storage overpack and in the center of the storage overpack top lid are determined next. The analysis of the storage lid for the HI-STORM 100 bounds that for the HI-STORM 100S; because of the additional energy absorbing material (concrete) in the direct path of a potential missile strike on the top lid of the HI-STORM 100S lid, the energy absorbing requirements of the circular plate structure are much reduced. The analysis demonstrates that Level D stress limits are not exceeded in either the overpack outer shell or the top lid. The safety factor in the storage overpack, considered as a cantilever beam under tip load, is computed, as is the safety factor in the top lids, considered as two centrally loaded plates. The applied load, in each case, is the missile impact load. Similar calculations are performed for the HI-STORM 100S Version B using the same model and methodology. A summary of the results for axial stress in the storage overpack is given in the table below with numbers in parentheses representing the results of calculations for the geometry of the HI-STORM 100S Version B:

HI-STORM 100 MISSILE IMPACT - Global Axial Stress Results			
Item	**Value (ksi)**	**Allowable (ksi)**	**Safety Factor**
Outer Shell – Side Strike	14.35†(15.17)	39.75	2.77†(2.62)
Top Lid - End Strike	44.14(47.57)	57.00~~59.65~~	1.29~~351~~(1.20~~54~~)

† Based on HI-STORM 100 overpack with inner and outer shell thicknesses of 1-1/4” and 3/4”, respectively. Result is bounding for HI-STORM 100 overpacks made with 1” thick inner and outer shells because the section modulus of the steel structure is greater.

To demonstrate ready retrievability of the MPC, we must show that the storage overpack suffers no permanent deformation of the inner shell that would prevent removal of the MPC after the missile strike. To demonstrate ready retrievability (for both HI-STORM 100 and for HI-STORM 100S) a conservative evaluation of the circumferential stress and deformation state due to the missile strike on the outer shell is performed. A conservative estimate for the 8” diameter missile impact force, “Pi”, on the side of the storage overpack is calculated as:

Pi = 843,000 lb.

This force is conservative in that the target overpack is assumed rigid; any elasticity serves to reduce the peak magnitude of the force and increase the duration of the impact. The use of the upper bound value is the primary reason for the high axial stresses resulting from this force. To demonstrate continued ability to retrieve the MPC subsequent to the strike, circumferential stress and deformation that occurs locally in the ring section near the location of the missile strike are investigated.

Subsection 3.4.7 presents stress and displacement results for a composite ring of unit width consisting of the inner and outer shells of the storage overpack. The solution assumes that the net loading is 56,184 lb. applied on the 1" wide ring (equivalent to a 45g~~G~~ deceleration applied uniformly along the height on a storage overpack weight of 270,000 lb.). This solution can be applied directly to evaluate the circumferential stress and deformation caused by a tornado missile strike on the outer shell. Using the results for the 45g tipover event, an attenuation factor to adjust the results is developed that reflects the difference in load magnitude and the width of the ring that is effective in resisting the missile strike force. The strike force Pi is resisted by a combination of inertia force and shear resistance from the portion of the storage overpack above and below the location of the strike. The ring theory solution to determine the circumferential stress and deformation conservatively assumes that inertia alone, acting on an effective length of ring, balances the applied point load Pi. The effective width of ring that balances the impact load is conservatively set as the diameter of the impacting missile (8") plus the effect of the "bending boundary layer" length. This boundary layer length is conservatively set as a multiple of twice the square root of the product of mean radius times the average thickness of two shells making up the cylindrical body of the storage overpack. The mean radius of the composite cylinder and the average thickness of the inner and outer shells are

R_{mean} = 48"

T =.5 x (.75"+1.25") = 1"

The bending boundary layer "β" in a shell is generally accepted to be given as $(2(R_{mean}T)^{1/2})$ = 13.85" for this configuration. That is, the effect of a concentrated load is resisted mainly in a length along the shell equal to the bending boundary layer. For a strike away from the ends of the shell, a boundary layer length above and below the strike location would be effective (i.e., double the boundary layer length). However, to conservatively account for resistance above and below the location of the strike, this calculated result is only increased by 1.5 in the following analysis (rather than 2). Therefore, the effective width of ring is assumed as:

13.85" x 1.5 + 8" = 28.78"

The solution for the 45g tipover event (performed for a unit ring width and a load of 56,184 lb.) is directly applicable if we multiply all stress and displacement results by the factor “Y” where

Y = (1”/28.78”) x (843,000 lb./56,184 lb.) = 0.521

Using this factor gives the following bounding results for maximum circumferential stresses (without regard for sign and location of the stress) and deformations due to the postulated tornado missile strike on the side of the storage overpack outer shell:

Maximum circumferential stress due to bending moment = (29,310 psi x Y) = 15,271 psi

Maximum circumferential stress due to mean tangential force = (18,900 lb./2 sq.inch) x Y = 4,923 psi

Change in diameter in the direction of the load = -0.11” x Y = -0.057”

Change in diameter perpendicular to the direction of the load = +0.06” x Y = 0.031”

Based on the above calculation, the safety factor on maximum stress for this condition is

SF = 39,750psi/15,271 psi = 2.60

The allowable stress for the above calculation is the Level D membrane stress intensity limit from Table 3.1.12. This is a conservative result since the stress intensity is localized and need not be compared to primary membrane stress intensity. Even with the overestimate of impact strike force used in the calculations here, the stresses remain elastic and the calculated diameter changes are small and do not prevent ready retrievability of the MPC. Note that because the stresses remain in the elastic range, there will be no post-strike permanent deformation of the inner shell.

The above calculations remain valid for the HI-STORM 100S, Version B using normal weight concrete and are bounding for the case where densified concrete is used.

3.4.8.2 HI-TRAC Transfer Cask

3.4.8.2.1 Intermediate Missile Strike

HI-TRAC is always held by the handling system while in a vertical orientation completely outside of the fuel building (see Chapter 2 and Chapter 8). Therefore, considerations of instability due to a tornado missile strike are not applicable. However, the structural implications of a missile strike require consideration.

The penetration potential of the 8" missile strike on HI-TRAC (Load Case 04 in Table 3.1.5) is examined at two locations:

1. the lead backed outer shell of HI-TRAC.
2. the flat transfer lid consisting of multiple steel plates with a layer of lead backing.

In each case, it is shown that there is no penetration consequence that would lead to a radiological release. The following paragraphs summarize the analysis results.

a. The small missile will dent any surface it impacts, but no significant puncture force is generated.

b. The following table summarizes the denting and penetration analysis performed for the intermediate missile. Denting connotes a local deformation mode encompassing material beyond the impacting missile envelope, while penetration connotes a plug type failure mechanism involving only the target material immediately under the impacting missile. Where there is through-thickness penetration, the lead and the inner plate absorb any residual energy remaining after penetration of the outer plate in the 100 Ton HI-TRAC transfer lid. The table summarizes the bounding results for both transfer casks.

Location	Denting (in.)	Thru-Thickness Penetration
Outer Shell - lead backed	0.498	No (<1.0 in.)
Outer Transfer Lid Door	0.516	No (<0.75 in.) (HI-TRAC 125) Yes (>0.5 in.) (HI-TRAC 100)

The 8” missile will not penetrate the pool lid for the HI-TRAC 125D because it has a thicker bottom plate than the HI-TRAC 125 transfer lid door. In addition, the results for the 8” missile strike on the HI-TRAC outer shell are valid for the HI-TRAC 125D since all three transfer casks have the same outer shell thickness.

While the transfer cask is being transported in a horizontal orientation, the MPC lid is exposed. We conservatively assume no protective plate in place during this transport operation and evaluate the capacity of the lid peripheral groove weld to resist the impact load. The calculated result, conservatively based on a reduced 5/8" weld, is as follows:

HI-TRAC MISSILE IMPACT - Capacity Results			
Item	**Value (lb)**	**Capacity (lb)**	**Safety Factor = Capacity/Value**
Top Lid Weld	2,262,000	2,789,000	1.23

The final calculation in this subsection is an evaluation of the circumferential stress and deformation consequences of the horizontal missile strike on the periphery of the HI-TRAC shell. It is assumed that the HI-TRAC is simply supported at its ends (while in transit) and is subject to a direct impact from the 8" diameter missile. To compute stresses, an estimate of the peak impact force is required. The effect of the water jacket to aid in the dissipation of the impact force is conservatively neglected. The only portion of the HI-TRAC cylindrical body that is assumed to resist the impact load is the two metal shells. The lead is assumed only to act as a separator to maintain the spacing between the shells. The previous results from the lead slump analysis demonstrate that this conservative assumption on the behavior of the lead is valid. The peak value of the impact force is a function of the stiffness of the target. The target stiffness in this postulated event has the following contributions to the stiffness of the structure.

a. a global stiffness based on a beam deformation mode, and
b. a local stiffness based on a shell deformation mode

The global spring constant (i.e., the inverse of the global deflection of the cask body as a beam under a unit concentrated load) is a function of location of the strike along the length of the cask. The spring constant value varies from a minimum for a strike at the half-height to a maximum value for a strike near the supports (the trunnions). Since the peak impact force is larger for larger stiffness, it is conservative to maximize the spring constant value. Therefore, in the calculation, we neglect this spring constant for the computation of peak impact force and focus only on the spring constant arising from the local deformation as a shell, in the immediate vicinity of the strike. To this end, the spring constant is estimated by considering the three-dimensional effects of the shell solution to be replaced by the two-dimensional action of a wide ring. The width of the ring is equal to the "bending boundary layer" length on either side of the strike location plus the diameter of the striking missile. Following the analysis methodology already utilized subsection 3.4.8.1, the following information is obtained:

The mean radius of the composite cylinder and the average thickness of the inner and outer shells, are (use the 100 Ton HI-TRAC data since it provides an upper bound on stress and deformation):

R_{mean} = 36.893

T =.5 x (.75”+1.00”) = 0.875”

The bending boundary layer “β” in a shell is generally accepted to be given as $(2(R_{mean}T)^{1/2})$. To account for resistance above and below the location of the strike, this calculated result is conservatively increased by multiplying by 1.5. Therefore, the effective width of ring is:

11.22” x 1.5 + 8” = 24.84”

The missile impact is modeled as a point load, acting on the ring, of magnitude equal to Pi = 20,570 lb. The use of a point load in the analysis is conservative in that it overemphasizes the local stress. The actual strike area is an 8” diameter circle (or larger, if the effect of the water jacket were included).

The force is assumed resisted by inertia forces in the ring section. From the results, a spring constant can be defined as the applied load divided by the change in diameter of the ring section in the direction of the applied load.Based on this approach, the following local spring constant is obtained:

$K = Pi/D1_H$ = Pi/0.019” =1,083,000 lb./inch

To determine the peak impact force, a dynamic analysis of a two-body system has been performed using the “Working Model” dynamic simulation code. A two mass-spring damper system is considered with the defined spring constant representing the ring deformation effect. Figure 3.4.24 shows the results from the dynamic analysis of the impact using the computer code “Working Model”. The small square mass represents the missile, while the larger mass represents the portion of the HI-TRAC “ring” assumed to participate in the local impact. The missile weight is 275.5 lb. and the participating HI-TRAC weight is set to the weight of the equivalent ring used to determine the spring constant.

The peak impact force that results in each of the two springs used to simulate the local elasticity of the HI-TRAC (ring) is:

F(spring) = 124,400 lb.

Since there are two springs in the model, the total impact force is:

P(impact) = 248,800 lb.

To estimate circumferential behavior of the ring under the impact, the previous solution (using a load of 20,570 lb.) is used and amplified by the factor "Z", where:

Z = 248,800 lb./20,570 lb. = 12.095

Consequently, the maximum circumferential stress due to the ring moment, away from the impact location, is:

3,037psi x (69,260 in-lb/180,900 in-lb) x Z = 14,230 psi

At the same location, the mean stress adds an additional component (the ring area is computed based on the effective width of the ring).

(5,143 lb./43.47 sq.in) x Z = 1431 psi

Therefore, the safety factor on circumferential stress causing ovalization of an effective ring section that is assumed to resist the impact is:

SF(ring stress) = 39,750 psi/(1431psi + 14,230psi) = 2.54

The allowable stress for this safety factor calculation is obtained from Table 3.1.12 for primary membrane stress intensity for a Level D event at 350 degrees F material temperature. Noting that the actual circumferential stress in the ring remains in the elastic range, it is concluded that the MPC remains readily retrievable after the impact since there is no permanent ovalization of the cavity after the event. As noted previously, the presence of the water jacket adds an additional structural barrier that has been conservatively neglected in this analysis.

3.4.8.2.2 Large Missile Strike

The effects of a large tornado missile strike on the side (water jacket outer enclosure) of a loaded HI-TRAC has been simulated using a transient finite element model of the transfer cask and loaded MPC. The transient finite element code LSDYNA3D has been used (approved by the NRC for use in impact analysis (see Appendix 3.A, reference [3.A.4] for the benchmarking of this computer code)). An evaluation of MPC retrievability and global stress state (away from the impact area) are of primary interest. The finite element model includes the loaded MPC, the HI-TRAC inner and outer shells, the HI-TRAC water jacket, the lead shielding, and the appropriate HI-TRAC lids. The water in the water jacket has been neglected for conservatism in the results. The large tornado missile has been simulated by an impact force-time pulse applied on an area representing the frontal area of an 1800-kg. vehicle. The force-time data used has been previously approved by the USNRC (Bechtel Topical Report BC-TOP-9A, "Design of Structures for Missile Impact", Revision 2, 9/1974). The frontal impact area used in the finite element analysis is that area recommended in NUREG-0800, SRP 3.5.1.4, Revision 2, 1981).

A summary of the results is presented below for the HI-TRAC 100 and HI-TRAC 125 transfer casks. Since the dimensions of the inner shell, the outer shell, the lead shielding, and the water jacket enclosure panels are the same in both the HI-TRAC 125 and the HI-TRAC 125D, the results from the HI-TRAC 125 are considered accurate for the HI-TRAC 125D. The allowable value listed for the stress intensity for this Level D event comes from Table 3.1.17.

The results from the dynamic analysis have been summarized below.

SUMMARY OF RESULTS FROM LARGE TORNADO MISSILE IMPACT ANALYSIS		
ITEM – HI-TRAC 100	**CALCULATED VALUE**	**ALLOWABLE VALUE**
Maximum Stress Intensity in Water Jacket (ksi)	28.331	58.7
Maximum Stress Intensity in Inner Shell (ksi)	11.467	58.7
Maximum Plastic Strain in Water Jacket	0.0000932	-
Maximum Plastic Strain in Inner Shell	0.0	-

ITEM – HI-TRAC 125	**CALCULATED VALUE**	**ALLOWABLE VALUE**
Maximum Stress Intensity in Water Jacket (ksi)	19.073	58.7
Maximum Stress Intensity in Inner Shell (ksi)	6.023	58.7
Maximum Plastic Strain in Water Jacket	0.0	-
Maximum Plastic Strain in Inner Shell	0.0	-

The above results demonstrate that:

1. The retrievability of the MPC in the wake of a large tornado missile strike is not adversely affected since the inner shell does not experience any plastic deformation.

2. The maximum primary stress intensity, away from the impact interface on the HI-TRAC water jacket, is below the applicable ASME Code Level D allowable limit for NF, Class 3 structures.

3.4.9 HI-TRAC Drop Events (Load Case 02.b in Table 3.1.5)

During transit, the HI-TRAC 125 or HI-TRAC 100 transfer cask may be carried horizontally with the transfer lid in place. Analyses have been performed to demonstrate that under a postulated carry height; the design basis 45g deceleration is not exceeded. The analyses have been performed using two different simulation models. A simplified model of the drop event is performed using the computer simulation code “Working Model 2D”. The analysis using “Working Model 2D” assumed the HI-TRAC and the contained MPC acted as a single rigid body. A second model of the drop event uses DYNA3D, considers the multi-body analysis of HI-TRAC and the contained MPC as individual bodies, and is finite element based. In what follows, we outline the problem and the results obtained using each solution methodology.

3.4.9.1 Working Model 2D Analysis of Drop Event

The analysis model conservatively neglects all energy absorption by any component of HI-TRAC; all kinetic energy is transferred to the ground through the spring-dampers that simulate the foundation (ground). If the HI-TRAC suffers a handling accident causing a side drop to the ground, impact will only occur at the top and bottom ends of the vessel. The so-called “hard points” are the top end lifting trunnions, the bottom end rotation trunnions, and the projecting ends of the transfer lid. Noting that the projecting hard points are of different dimensions and will impact the target at different times because of the HI-TRAC geometry, any simulation model must allow for this possibility.

A dynamic analysis of a horizontal drop, with the lowest point on the HI-TRAC assumed 50” above the surface of the target (larger than the design basis limit of 42”), is considered for the HI-TRAC 125 and for the HI-TRAC 100. Figure 3.4.22 shows the transfer cask orientation. The HI-TRAC is considered as a rigid body (calculations demonstrate that the lowest beam mode frequency is well above 33 Hz so that no dynamic amplification need be included). The effects of the ISFSI pad and the underlying soil are included using a simple spring-damper model based on a static classical Theory of Elasticity solution. The “worst” orientation of a horizontally carried HI-TRAC with the transfer cask impacting an elastic surface is considered. The HI-TRAC is assumed to initially impact the target with the impact force occurring over the rectangular surface of the transfer lid (11.875” x 81”). “Worst” is defined here as meaning an impact at a location having the maximum value of an elastic spring constant simulating the resistance of the target interface. The geometry and material properties reflect the USNRC accepted reference pad and soil (Table 2.2.9 - the pad thickness used is 36” and the Young’s Modulus of the elastic soil is the upper limit value E=28,000 psi). The use of an elastic representation of the target surface is conservative as it minimizes the energy absorption capacity of the target and maximizes the deceleration loads developed during the impact. The spring constant is also calculated based on an assumption that impact at the lower end of HI-TRAC first occurs at the pocket trunnion. The results demonstrate that this spring constant is lower and therefore would lead to a lower impact force. Therefore, the dynamic analysis of the handling accident is performed assuming initial impact with the flat rectangular short end of the transfer lid. Subsequent to the initial impact, the HI-TRAC rotates in accordance with the dynamic equations of equilibrium and a secondary impact at the top of the transfer cask occurs. The impact is at the edge of the water jacket.

The following table summarizes the results from the dynamic analyses (using the Working Model 2D computer code):

HI-TRAC Handling Analysis – Working Model Analysis of Horizontal Drop			
Item	**Value**	**Allowable**	**Safety Factor**
HI-TRAC 125 – Primary Impact Deceleration (g's)	32.66	45	1.38
HI-TRAC 125 – Secondary Impact Deceleration (g's)	26.73	45	1.68
HI-TRAC 100 – Primary Impact Deceleration (g's)	33.18	45	1.36
HI-TRAC 100 – Secondary Impact Deceleration (g's)	27.04	45	1.66
Axial Membrane Stress Due to HI-TRAC 125 Bending as a Beam - Level D Drop (psi)	19.06	39.75	2.085
Axial Membrane Stress Due to HI-TRAC 100 Bending as a Beam - Level D Drop (psi)	15.77	39.75	2.52

In the table above, the decelerations are measured at points corresponding to the base and top of the fuel assemblies contained inside the MPC. The dynamic drop analysis reported above, using the Working Model 2D rigid body-spring model proved that decelerations are below the design basis value and that global stresses were within allowable limits.

3.4.9.2 DYNA3D Analysis of Drop Event

An independent evaluation of the drop event to delineate the effect of target non-linearity and the flexibility of the transfer cask has been performed using DYNA3D. Both the HI-TRAC 125 and HI-TRAC 100 transfer casks are modeled as part of the cask-pad-soil interaction finite element model set forth in NUREG/CR-6608 and validated by an NRC reviewed and approved Holtec topical report (see reference [3.A.4] in Appendix 3.A). The model uses the identical MPC and target pad/soil models employed in the accident analyses of the HI-STORM 100 overpack. The HI-TRAC inner and outer shells, the contained lead, the transfer lid, the water jacket metal structure, and the top lids are included in the model. The water jacket is assumed empty for conservatism.

Two side drop orientations are considered (see Figures 3.4.27 and 3.4.28). The first drop assumes that the plane of the lifting and rotation trunnions is horizontal with primary impact on the short side of the transfer lid. This maximizes the angle of slapdown, and represents a credible drop configuration where the HI-TRAC cask is dropped while being carried horizontally. The second drop orientation assumes primary impact on the rotation trunnion and maximizes the potential for the lifting trunnion to participate in the secondary impact. This is a non-credible event that assumes complete separation from the transfer vehicle and a ninety-degree rotation

prior to impact. Nevertheless, it is the only configuration where the trunnions could be involved in both primary and secondary impacts.

For each simulation performed, the lowest point on the HI-TRAC cask (either the transfer lid edge or the rotation trunnion) is set at 42" above the target interface. Decelerations are measured at the top lid, the cask centroidal position, and the transfer lid. Normal forces were measured at the primary impact interface, at the secondary impact interface, and at the top lid/MPC interface. Decelerations are filtered at 350 Hz.

The following key results summarize the analyses:

ITEM	**HI-TRAC 125**		**HI-TRAC 100**		**ALLOWABLE**
Initial Orientation of Trunnions	**Horizontal**	**Vertical**	**Horizontal**	**Vertical**	
Max. Top Lid Vertical Deceleration – Secondary Impact (g's)	25.5	32	36.5	45†	45
Centroid Vertical Deceleration – at Time of Secondary Impact (g's)	9.0	13.0	10.0	17.5	45
Max. Transfer Lid Vertical Deceleration – Primary Impact (g's)	30.8	23.5	35.0	31.75	45
Maximum Normal Force at Primary Impact Site (kips)	1,950.	1,700	1,700	1,700	-
Maximum Normal Force at Secondary Impact Site (kips)	1,300.	1,850.	1,500.	1,450.	-
Maximum MPC/Top Lid Interface Force (kips)	132.	-	39.	-	-
Maximum Diametral Change of Inner Shell (inch)	0.228	0.113	Not Computed	0.067	0.3725
Maximum Von Mises Stress (ksi)	37.577	38.367	40.690	40.444	58.7*

† The deceleration at the top of the basket is estimated at 41 g's
* Allowable Level D Stress Intensity for Primary Plus Secondary Stress Intensity

The results summarized above demonstrate that both the HI-TRAC 125 and HI-TRAC 100 transfer casks are sufficiently robust to perform their function during and after the postulated handling accidents. We also note that the results, using the Working Model single rigid body dynamic model (see Subsection 3.4.9.1), are in reasonable agreement with the results predicted by the DYNA3D multi-body finite element dynamic model although performed for a different drop height with deceleration measurements at different locations on the HI-TRAC.

The results reported above for maximum interface force at the top lid/MPC interface are used as input to a separate analysis, which demonstrates that the top lid contains the MPC during and after a handling accident. The results reported above for the maximum normal force at the primary impact site (the transfer lid) have been used to calculate the maximum interface force at the bottom flange/transfer lid interface. This result is needed to insure that the interface forces used to evaluate transfer lid separation are indeed bounding. To obtain the interface force between the HI-TRAC transfer lid and the HI-TRAC bottom flange, it is sufficient to take a free-body of the transfer lid and write the dynamic force equilibrium equation for the lid. Figure 3.4.29 shows the free body with appropriate notation. The equation of equilibrium is:

$$M_{TL} a_{TL} = F_I - G_I$$

where

M_{TL} = the mass of the transfer lid
a_{TL} = the time varying acceleration of the centroid of the transfer lid
F_I = the time varying contact force at the interface with the target
G_I = the time varying interface force at the bottom flange/transfer lid interface

Solving for the interface force give the result

$$G_I = F_I - M_{TL} a_{TL}$$

Using the appropriate transfer lid mass and acceleration, together with the target interface force at the limiting time instant, provides values for the interface force. The table below provides the results of this calculation for the HI-TRAC 125 and HI-TRAC 100 transfer casks.

Item	Calculated from Equilibrium (kips)
HI-TRAC 125 – Trunnions Horizontal	1,183.
HI-TRAC 125 – Trunnions Vertical	1,272.
HI-TRAC 100 – Trunnions Horizontal	1,129.
HI-TRAC 100 – Trunnions Vertical	1,070.

3.4.9.3 Horizontal Drop of HI-TRAC 125D

The previous subsection addressed the 42” horizontal drop of the HI-TRAC 125 and HI-TRAC 100, including an evaluation of the bolted connection between the transfer lid, which sustains the primary impact, and the cylindrical body of the loaded HI-TRAC. The HI-TRAC 125D does not have a bolted connection between the bottom flange and the cylindrical body of the cask. However, the transverse protrusions (bottom flange, lifting trunnions, and optional attachment lugs/support tabs at the top of the cask) spawn different impact scenarios. The uncontrolled lowering of the cask is assumed to occur from a height of 42” measured to the lowest location on the HI-TRAC 125D in the horizontal orientation.

The maximum decelerations for the HI-TRAC 125D are comparable to the drop results for the HI-TRAC 125 when the plane of the lifting and rotation trunnions is vertical. Although the HI-TRAC 125D has no rotation trunnions, its bottom flange extends radially beyond the water jacket shell by approximately the same amount as the HI-TRAC 125 rotation trunnions and thereby establishes a similar “hard point” for primary impact in terms of distance from the cask centerline. More important, because the bottom flange is positioned closer to the base of the HI-TRAC 125D than the rotation trunnions are in the HI-TRAC 125, the slap-down angle for the HI-TRAC 125D is less. The shallower angle decreases the participation of the lifting trunnion during the secondary impact, and increases the participation of the water jacket shell. Since the water jacket shell is a more flexible structure than the lifting trunnion, the deceleration of the HI-TRAC 125D cask during secondary impact is slightly less than the calculated deceleration of the HI-TRAC 125. In the HI-TRAC 125D, there is no bolted connection at the bottom flange/cask body interface that is active in load transfer from the flange to the cask body. It is therefore concluded that this drop scenario for the HI-TRAC 125D is bounded by the similar evaluation for the HI-TRAC 125.

A second HI-TRAC 125D drop scenario, where the two attachment lugs/support tabs are oriented in a vertical plane, is the most limiting scenario. This drop event is unique to HI-TRAC 125D serial numbers 3 and 4, since these are the only two transfer casks fabricated with attachment lugs/support tabs. The tab dimensions are such that primary impact occurs at the top end of the cask when the support tabs impact the target surface, followed by a slap-down and a secondary impact at the bottom flange.

The evaluation of HI-TRAC 125D drop scenario is performed using the computer code Working Model 3D (WM) (now known as Visual Nastran Desktop). First, the WM code is used to simulate the “Scenario A” drop of the HI-TRAC 125 in order to establish appropriate parameters to “benchmark” WM against the DYNA3D solution. The table below summarizes the results of the Working Model/DYNA3D benchmark comparison. Figure 3.4.48 shows the benchmark configuration after the drop event.

Comparison of HI-TRAC 125 Drop Results (Scenario A)		
	DYNA3D	Working Model
Vertical Deceleration of Top Lid (secondary impact) g’s	32	33.49
Vertical Deceleration at Bottom Lid (primary impact on rotation trunnion) g’s	23.5	23.59

The benchmarked Working Model simulation was then modified to simulate the second drop scenario of the HI-TRAC 125D with support tabs in a vertical plane; primary impact now occurred at the top end with secondary impact at the bottom flange. Figure 3.4.49 shows the configuration of the HI-TRAC 125D after this scenario. The impact parameters were unchanged from the benchmark model except for location. The acceleration results from the 42” horizontal drop of the HI-TRAC 125D in this second drop scenario are summarized below.

Results From HI-TRAC 125D 42” Drop	
Vertical Deceleration of Top Lid (primary impact on support tab) g’s	36.75
Vertical Deceleration of Pool Lid (secondary impact on bottom flange) g’s	29.27

The resulting g loads at the top of the active fuel region for the HI-TRAC 125D, with primary impact on the support tabs, are increased over the loads computed for the HI-TRAC 125 but remain well below the design basis limit.

Finally, stress calculations similar to those presented in Subsection 3.4.9.1 for the HI-TRAC 125 have also been performed for the HI-TRAC 125D using the above maximum decelerations. The table below summarizes the results:

Item	Value	Allowable	Safety Factor
Axial Membrane Stress Due to HI-TRAC 125D Bending as a Beam - Level D Drop (psi)	26.13	39.75	1.521
Shear Stress in Outer Shell Circumferential Weld Due to HI-TRAC 125D Bending as a Beam - Level D Drop (psi)	27.43	29.40	1.072

3.4.10 HI-STORM 100 Non-Mechanistic Tip-over and Vertical Drop Event (Load Cases 02.a and 02.c in Table 3.1.5)

Pursuant to the provision in NUREG-1536, a non-mechanistic tip-over of a loaded HI-STORM 100 System on to the ISFSI pad is considered in this report. Analyses are also performed to determine the maximum deceleration sustained by a vertical free fall of a loaded HI-STORM 100 System from an 11" height onto the ISFSI pad. The objective of the analyses is to demonstrate that the plastic deformation in the fuel basket is sufficiently limited to permit the stored SNF to be retrieved by normal means, does not have a adverse effect on criticality safety, and that there is no significant loss of radiation shielding in the system.

Ready retrievability of the fuel is presumed to be ensured: if global stress levels in the MPC structure meet Level D stress limits during the postulated drop events; if any plastic deformations are localized; and if no significant permanent ovalization of the overpack into the MPC envelope space, remains after the event.

Subsequent to the accident events, the storage overpack must be shown to contain the shielding so that unacceptable radiation levels do not result from the accident.

Appendix 3.A provides a description of the dynamic finite element analyses undertaken to establish the decelerations resulting from the postulated event. A non-mechanistic tip-over is considered together with an end drop of a loaded HI-STORM 100 System. A dynamic finite element analysis of each event is performed using a commercial finite element code well suited for such dynamic analyses with interface impact and non-linear material behavior. This code and methodology have been fully benchmarked against Lawrence Livermore Laboratories test data and correlation [3.4.12].

The table below provides the values of computed peak decelerations at the top of the fuel basket for the vertical drop and the non-mechanistic tipover scenarios. It is seen that the peak deceleration is below 45 g's.

Filtered Results for Drop and Tip-Over Scenarios for HI-STORM

Drop Event	Max. Deceleration at the Top of the Basket (g's)	
	Set A(36" Thick Pad)	Set B(28" Thick Pad)
End Drop for 11 Inches	43.98	41.53
Non-Mechanistic Tip-over	42.85	39.91

The tipover analysis performed in Appendix 3.A is based on the HI-STORM 100 geometry and a bounding weight. The fact that the HI-STORM 100S(232) is shorter and has a lower center of gravity suggests that the impact kinetic energy is reduced so that the target would absorb the energy with a lower maximum deceleration. However, since the actual weight of a HI-STORM 100S(232) is less than that of a HI-STORM 100 by a significant amount, the predicted maximum rigid body deceleration would tend to increase slightly. Since there are two competing mechanisms at work, it is not a foregone conclusion that the maximum rigid body deceleration level is, in fact, reduced if a HI-STORM 100S(232) suffers a non-mechanistic tipover onto the identical target as the HI-STORM 100. The situation is clearer for the HI-STORM 100S(243), which is virtually equal in weight to the HI-STORM 100, yet its center of gravity when loaded is almost one inch lower. In what follows, we present a summary of the analysis undertaken to demonstrate conclusively that the result for maximum deceleration level in the HI-STORM 100 tipover event does bound the corresponding value for the HI-STORM 100S(232), and, therefore, we need only perform a detailed dynamic finite element analysis for the HI-STORM 100.

Appendix 3.A presents a result for the angular velocity of the cylindrical body representing a HI-STORM 100 just prior to impact with the defined target. The result is expressed in Subsection 3.A.6 in terms of the cask geometry, and the ratio of the mass divided by the mass moment of inertia about the corner point that serves as the rotation origin. Since the mass moment of inertia is also linearly related to the mass, the angular velocity at the instant just prior to target contact is independent of the cask mass. Subsequent to target impact, we investigate post-impact response by considering the cask as a cylinder rotating into a target that provides a resistance force that varies linearly with distance from the rotation point. We measure "time" as starting at the instant of impact, and develop a one-degree-of freedom equation for the post-impact response (for the rotation angle into the target) as:

$$\ddot{\theta} + \omega^2\theta = 0$$

where

$$\omega^2 = \frac{kL^3}{3I_A}$$

The initial conditions at time=0 are: the initial angle is zero and the initial angular velocity is equal to the rigid body angular velocity acquired by the tipover from the center-of-gravity over corner position. In the above relation, L is the length of the overpack, I is the mass moment of inertia defined in Appendix 3.A, and k is a "spring constant"associated with the target resistance. If we solve for the maximum angular acceleration subsequent to time =0, we obtain the result in terms of the initial angular velocity as:

$$\ddot{\theta}_{max} = \omega\dot{\theta}_0$$

If we form the maximum linear acceleration at the top of the four-inch thick lid of the overpack, we can finally relate the decelerations of the HI-STORM 100 and the HI-STORM 100S(232) solely in terms of their geometry properties and their mass ratio. The value of "k", the target spring rate is the same for both overpacks so it does not appear in the relationship between the two decelerations. After substituting the appropriate geometry and calculated masses, we determine that the ratio of maximum rigid body decelerations at the top surface of the four-inch thick top lid plates is:

$A_{\text{HI-STORM 100S(232)}}/A_{\text{HI-STORM 100}} = 0.946$

Therefore, as postulated, there is no need to perform a separate DYNA3D analysis for the HI-STORM 100S hypothetical tipover.

Moreover, according to Appendix 3.A, analysis of a single mass impacting a spring with a given initial velocity shows that the maximum deceleration "a_M" of the mass is related to the dropped weight "w" and the drop height "h" as follows:

$$a_M \sim \frac{\sqrt{h}}{\sqrt{w}}$$

In other words, as the dropped weight increases, the maximum deceleration of the mass decreases. Therefore, the rigid body decelerations calculated in Appendix 3.A serve as a conservative upper bound for the densified concrete shielding option.

The same considerations apply to the HI-STORM 100S Version B. The overall lengths are reduced from the classic HI-STORM 100, but the actual weights may be reduced. Therefore, calculations similar to those given above for the HI-STORM 100S are needed to conclusively demonstrate that the non-mechanistic tipover analysis of the classic HI-STORM 100 remains bounding. The results of the calculations, which demonstrate that the design basis limits are met, are presented below together with maximum G levels computed for the 11" vertical drop:

ITEM	A HI-STORM 100S VERSION B(218)/A HI-STORM 100	A HI-STORM 100S VERSION B(229)/A HI-STORM 100	Max. Calculated G Level 11” Drop
HI-STORM 100S Version B(218)	0.91	-	44.378
HI-STORM 100S Version B(229)	-	0.98	43.837

A simple elastic strength of materials calculation is performed to demonstrate that the cylindrical storage overpack will not permanently deform to the extent that the MPC cannot be removed by normal means after a tip-over event. The results demonstrate that the maximum diametrical closure of the cylindrical cavity is less than the initial clearance between the overpack MPC support channels and the MPC canister. Primary circumferential membrane stresses in the MPC shell remain in the elastic range during a tip-over (see Table 3.4.6 summary safety factors); therefore, no permanent global ovalization of the MPC shell occurs as a result of the drop.

To demonstrate that the shielding material will continue to perform its function after a tip-over accident, the stress and strain levels in the metal components of the storage overpack are examined at the end of the tip-over event. The results obtained in Appendix 3.A for impact decelerations conservatively assumed a rigid storage overpack model to concentrate nearly all energy loss in the target. However, to assess the state of stress and strain in the storage overpack after an accident causing a tip-over, the tip-over analysis was also performed using a non-rigid storage overpack model using overpack material properties listed in Appendix 3.A. Figure 3.4.13 shows the calculated von Mises stress in the top lid and outer shell at 0.08 seconds after the initiation of impact. Figure 3.4.14 shows the residual plastic strains in the same components. Figures 3.4.15 and 3.4.16 provide similar results for the inner shell, the radial plates, and the support channels[†]. The results show that while some plastic straining occurs, accompanied by stress levels above the yield stress of the material, there is no tearing in the metal structure which confines the radiation shielding (concrete). Therefore, there is no gross failure of the metal shells enclosing the concrete. The shielding concrete will remain inside the confines of the storage overpack and maintain its performance after the tipover event. Although the preceding results are based on an overpack model having inner and outer shell thicknesses of 1-1/4” and 3/4”, respectively, the conclusion holds for the optional HI-STORM design with 1” thick inner and outer shells since having a thicker steel shell at the primary point of impact provides more strength and greater protection against a cavity breach. The results from these analyses are also applicable to the HI-STORM 100S and the HI-STORM 100S, Version B since the structural material at the top of the cask that would be locally deformed after a tipover event is essentially the same.

[†] During fabrication the channels are attached to the inner shell by one of two methods, either the channels are welded directly to the inner shell or they are welded to a pair of L-shaped angles (i.e., channel mounts) that are pre-fastened to the inner shell. The results presented in Figures 3.4.16a and 3.4.16b bound the results from both methods of attachment.

3.4.11 Storage Overpack and HI-TRAC Transfer Cask Service Life

The term of the 10CFR72, Subpart L C of C, granted by the NRC is 20 years; therefore, the License Life (please see glossary) of all components is 20 years. Nonetheless, the HI-STORM 100 and 100S Storage overpacks and the HI-TRAC transfer cask are engineered for 40 years of design life, while satisfying the conservative design requirements defined in Chapter 2, including the regulatory requirements of 10CFR72. In addition, the storage overpack and HI-TRAC are designed, fabricated, and inspected under the comprehensive Quality Assurance Program discussed in Chapter 13 and in accordance with the applicable requirements of the ACI and ASME Codes. This assures high design margins, high quality fabrication, and verification of compliance through rigorous inspection and testing, as describe in Chapter 9 and the design drawings in Section 1.5. Technical Specifications defined in Chapter 12 assure that the integrity of the cask and the contained MPC are maintained throughout the components' design life. The design life of a component, as defined in the Glossary, is the minimum duration for which the equipment or system is engineered to perform its intended function if operated and maintained in accordance with the FSAR. The design life is essentially the lower bound value of the service life, which is the expected functioning life of the component or system. Therefore, component longevity should be: licensed life < design life < service life. (The licensed life, enunciated by the USNRC, is the most pessimistic estimate of a component’s life span.) For purposes of further discussion, we principally focus on the service life of the HI-STORM 100 System components that, as stated earlier, is the reasonable expectation of equipment’s functioning life span.

The service life of the storage overpack and HI-TRAC transfer cask is further discussed in the following sections.

3.4.11.1 Storage Overpack

The principal design considerations that bear on the adequacy of the storage overpack for the service life are addressed as follows:

Exposure to Environmental Effects

In the following text, all references to HI-STORM 100 also apply to HI-STORM 100S and to the HI-STORM 100S Version B. All exposed surfaces of HI-STORM 100 are made from ferritic steels that are readily painted. Concrete, which serves strictly as a shielding material, is completely encased in steel. Therefore, the potential of environmental vagaries such as spalling of concrete, are ruled out for HI-STORM 100. Under normal storage conditions, the bulk temperature of the HI-STORM 100 storage overpack will, because of its large thermal inertia, change very gradually with time. Therefore, material degradation from rapid thermal ramping conditions is not credible for the HI-STORM 100 storage overpack. Similarly, corrosion of structural steel embedded in the concrete structures due to salinity in the environment at coastal sites is not a concern for HI-STORM 100 because HI-STORM 100 does not rely on rebars (indeed, it contains no rebars). As discussed in Appendix 1.D, the aggregates, cement and water used in the storage cask concrete are carefully controlled to provide high durability and resistance to temperature effects. The configuration of the storage overpack assures resistance to freeze-thaw degradation. In addition, the storage overpack is

specifically designed for a full range of enveloping design basis natural phenomena that could occur over the 40-year design life of the storage overpack as defined in Subsection 2.2.3 and evaluated in Chapter 11.

Material Degradation

The relatively low neutron flux to which the storage overpack is subjected cannot produce measurable degradation of the cask's material properties and impair its intended safety function. Exposed carbon steel components are coated to prevent corrosion. The controlled environment of the ISFSI storage pad mitigates damage due to direct exposure to corrosive chemicals that may be present in other industrial applications.

Maintenance and Inspection Provisions

The requirements for periodic inspection and maintenance of the storage overpack throughout the 40-year design life are defined in Chapter 9. These requirements include provisions for routine inspection of the storage overpack exterior and periodic visual verification that the ventilation flow paths of the storage overpack are free and clear of debris. ISFSIs located in areas subject to atmospheric conditions that may degrade the storage cask or canister should be evaluated by the licensee on a site-specific basis to determine the frequency for such inspections to assure long-term performance. In addition, the HI-STORM 100 System is designed for easy retrieval of the MPC from the storage overpack should it become necessary to perform more detailed inspections and repairs on the storage overpack.

The above findings are consistent with those of the NRC's Waste Confidence Decision Review [3.4.11], which concluded that dry storage systems designed, fabricated, inspected, and operate in accordance with such requirements are adequate for a 100-year service life while satisfying the requirements of 10CFR72.

3.4.11.2 Transfer Cask

The principal design considerations that bear on the adequacy of the HI-TRAC Transfer Cask for the service life are addressed as follows:

Exposure to Environmental Effects

All transfer cask materials that come in contact with the spent fuel pool are coated to facilitate decontamination. The HI-TRAC is designed for repeated normal condition handling operations with high factor of safety, particularly for the lifting trunnions, to assure structural integrity. The resulting cyclic loading produces stresses that are well below the endurance limit of the trunnion material, and therefore, will not lead to a fatigue failure in the transfer cask. All other off-normal or postulated accident conditions are infrequent or one-time occurrences that do not contribute significantly to fatigue. In addition, the transfer cask utilizes materials that are not susceptible to brittle fracture during the lowest temperature permitted for loading, as discussed in Chapter 12.

Material Degradation

All transfer cask materials that are susceptible to corrosion are coated. The controlled environment in which the HI-TRAC is used mitigates damage due to direct exposure to corrosive chemicals that may be present in other industrial applications. The infrequent use and relatively low neutron flux to which the HI-TRAC materials are subjected do not result in radiation embrittlement or degradation of the HI-TRAC's shielding materials that could impair the HI-TRAC's intended safety function. The HI-TRAC transfer cask materials are selected for durability and wear resistance for their deployment.

Maintenance and Inspection Provisions

The requirements for periodic inspection and maintenance of the HI-TRAC transfer cask throughout the 40-year design life are defined in Chapter 9. These requirements include provisions for routine inspection of the HI-TRAC transfer cask for damage prior to each use, including an annual inspection of the lifting trunnions. Precautions are taken during lid handling operations to protect the sealing surfaces of the pool lid. The leak tightness of the liquid neutron shield is verified periodically. The water jacket pressure relief valves and other fittings used can be easily removed.

3.4.12 MPC Service Life

The term of the 10CFR72, Subpart L C of C, granted by the NRC (i.e., licensed life) is 20 years. Nonetheless, the HI-STORM 100 MPC is designed for 40 years of design life, while satisfying the conservative design requirements defined in Chapter 2, including the regulatory requirements of 10CFR72. Additional assurance of the integrity of the MPC and the contained SNF assemblies throughout the 40-year life of the MPC is provided through the following:

- Design, fabrication, and inspection in accordance with the applicable requirements of the ASME Code as described in Chapter 2 assures high design margins.

- Fabrication and inspection performed in accordance with the comprehensive Quality Assurance program discussed in Chapter 13 assures competent compliance with the fabrication requirements.

- Use of materials with known characteristics, verified through rigorous inspection and testing, as described in Chapter 9, assures component compliance with design requirements.

- Use of welding procedures in full compliance with Section III of the ASME Code ensures high-quality weld joints.

Technical Specifications, as defined in Chapter 12, have been developed and imposed on the MPC that assure that the integrity of the MPC and the contained SNF assemblies are maintained throughout the 40-year design life of the MPC.

The principal design considerations bearing on the adequacy of the MPC for the service life are summarized below.

Corrosion

All MPC materials are fabricated from corrosion-resistant austenitic stainless steel and passivated aluminum. The corrosion-resistant characteristics of such materials for dry SNF storage canister applications, as well as the protection offered by these materials against other material degradation effects, are well established in the nuclear industry. The moisture in the MPC is removed to eliminate all oxidizing liquids and gases and the MPC cavity is backfilled with dry inert helium at the time of closure to maintain an atmosphere in the MPC that provides corrosion protection for the SNF cladding throughout the dry storage period. The preservation of this non-corrosive atmosphere is assured by the inherent sealworthiness of the MPC confinement boundary integrity (there are no gasketed joints in the MPC).

Structural Fatigue

The passive non-cyclic nature of dry storage conditions does not subject the MPC to conditions that might lead to structural fatigue failure. Ambient temperature and insolation cycling during normal dry storage conditions and the resulting fluctuations in MPC thermal gradients and internal pressure is the only mechanism for fatigue. These low stress, high-cycle conditions cannot lead to a fatigue failure of the MPC that is made from stainless alloy stock (endurance limit well in excess of 20,000 psi). All other off-normal or postulated accident conditions are infrequent or one-time occurrences, which cannot produce fatigue failures. Finally, the MPC uses materials that are not susceptible to brittle fracture.

Maintenance of Helium Atmosphere

The inert helium atmosphere in the MPC provides a non-oxidizing environment for the SNF cladding to assure its integrity during long-term storage. The preservation of the helium atmosphere in the MPC is assured by the robust design of the MPC confinement boundary described in Section 7.1. Maintaining an inert environment in the MPC mitigates conditions that might otherwise lead to SNF cladding failures. The required mass quantity of helium backfilled into the canister at the time of closure and the associated fabrication and closure requirements for the canister are specifically set down to assure that an inert helium atmosphere is maintained in the canister throughout the 40-year design life.

Allowable Fuel Cladding Temperatures

The helium atmosphere in the MPC promotes heat removal and thus reduces SNF cladding temperatures during dry storage. In addition, the SNF decay heat will substantially attenuate over a 40-year dry storage period. Maintaining the fuel cladding temperatures below allowable levels during long-term dry storage mitigates the damage mechanism that might otherwise lead to SNF cladding failures. The allowable long-term SNF cladding temperatures used for thermal acceptance of the MPC design are conservatively determined, as discussed in Section 4.3.

Neutron Absorber Boron Depletion

The effectiveness of the fixed borated neutron absorbing material used in the MPC fuel basket design requires that sufficient concentrations of boron be present to assure criticality safety during worst case design basis conditions over the 40-year design life of the MPC. Information on the characteristics of the borated neutron absorbing material used in the MPC fuel basket is provided in Subsection 1.2.1.3.1. The relatively low neutron flux, which will continue to decay over time, to which this borated material is subjected, does not result in significant depletion of the material's available boron to perform its intended safety function. In addition, the boron content of the material used in the criticality safety analysis is conservatively based on the minimum specified boron areal density (rather than the nominal), which is further reduced by 25% for analysis purposes, as described in Section 6.1. Analysis discussed in Section 6.3.2 demonstrates that the boron depletion in the neutron absorber material is negligible over a 50-year duration. Thus, sufficient levels of boron are present in the fuel basket neutron absorbing material to maintain criticality safety functions over the 40-year design life of the MPC.

The above findings are consistent with those of the NRC's Waste Confidence Decision Review, which concluded that dry storage systems designed, fabricated, inspected, and operated in the manner of the requirements set down in this document are adequate for a 100-year service life, while satisfying the requirements of 10CFR72.

3.4.13 Design and Service Life

The discussion in the preceding sections seeks to provide the logical underpinnings for setting the design life of the storage overpacks, the HI-TRAC transfer cask, and the MPCs as forty years. Design life, as stated earlier, is a lower bound value for the expected performance life of a component (service life). If operated and maintained in accordance with this Final Safety Analysis Report, Holtec International expects the service life of its HI-STORM 100 and HI-STORM 100S Version’s components to substantially exceed their design life values.

Table 3.4.1

FINITE ELEMENTS IN THE MPC STRUCTURAL MODELS

MPC Type	Model Type		
Element Type	**Basic**	**0 Degree Drop**	**45 Degree Drop**
MPC-24	1068	1114	1113
BEAM3	1028	1028	1028
PLANE82	0	0	0
CONTAC12	40	38	38
CONTAC26	0	45	45
COMBIN14	0	3	2
MPC-32	1374	1604	1603
BEAM3	1346	1346	1346
CONTAC12	28	27	24
CONTAC26	0	229	228
COMBIN14	0	2	5
MPC-68	1842	2066	2063
BEAM3	1782	1782	1782
PLANE82	16	16	16
CONTAC12	44	43	40
CONTAC26	0	223	222
COMBIN14	0	2	3
MPC-24E	1070	1124	1122
BEAM3	1030	1030	1030
PLANE82	0	0	0
CONTAC12	40	38	38
CONTAC26	0	53	52
COMBIN14	0	3	2

TABLE 3.4.2
HI-STORM 100 SYSTEM MATERIAL COMPATIBILITY WITH OPERATING ENVIRONMENTS

Material/Component	Fuel Pool (Borated and Unborated Water)†	ISFSI Pad (Open to Environment)
Alloy X: - MPC Fuel Basket - MPC Baseplate - MPC Shell - MPC Lid - MPC Fuel Spacers	Stainless steels have been extensively used in spent fuel storage pools with both borated and unborated water with no adverse reactions or interactions with spent fuel.	The MPC internal environment will be an inert (helium) atmosphere and the external surface will be exposed to ambient air. No adverse interactions identified.
Aluminum: - Heat Conduction Elements	Aluminum and stainless steel form a galvanic couple. However, aluminum will be used in a passivated state. Upon passivation, aluminum forms a thin ceramic (Al_2O_3) barrier. Therefore, during the short time they are exposed to pool water, significant corrosion of aluminum or production of hydrogen is not expected (see operational requirements under "Neutron Absorber Material" below).	In a non-aqueous atmosphere, galvanic corrosion is not expected.
Neutron Absorber Material:	Extensive in-pool experience on spent fuel racks with no adverse reactions. See Chapter 8 for additional requirements for combustible gas monitoring and required actions for control of combustible gas accumulation under the MPC lid.	No adverse potential reactions identified.

† HI-TRAC/MPC short-term operating environment during loading and unloading.

TABLE 3.4.2 (CONTINUED)
HI-STORM 100 SYSTEM MATERIAL COMPATIBILITY WITH OPERATING ENVIRONMENTS

Material/Component	Fuel Pool (Borated and Unborated Water)†	ISFSI Pad (Open to Environment)
Steels: - SA350-LF2 - SA350-LF3 - SA203-E - SA515 Grade 70 - SA516 Grade 70 - SA193 Grade B7 - SA106 (HI-TRAC)	All exposed steel surfaces (except seal areas, and pocket trunnions) will be coated with paint specifically selected for performance in the operating environments. Even without coating, no adverse reactions (other than nominal corrosion) have been identified. Lid bolts are plated and the threaded portion of the bolt anchor blocks is coated to seal the threaded area.	Internal surfaces of the HI-TRAC will be painted and maintained. Exposed external surfaces (except those listed in fuel pool column) will be painted and will be maintained with a fully painted surface. No adverse reactions identified.
Steels: - SA516 Grade 70 - SA203-E - SA350-LF3 - A36 Storage Overpack	HI-STORM 100 storage overpack is not exposed to fuel pool environment.	Internal and external surfaces will be painted (except for bolt locations that will have protective coating). External surfaces will be maintained with a fully painted surface. No adverse reaction identified.
Stainless Steels: - SA240 304 - SA193 Grade B8 - 18-8 S/S Miscellaneous Components	Stainless steels have been extensively used in spent fuel storage pools with both borated and unborated water with no adverse reactions.	Stainless steel has a long proven history of corrosion resistance when exposed to the atmosphere. These materials are used for bolts and threaded inserts. No adverse reactions with steel have been identified. No impact on performance.

† HI-TRAC/MPC short-term operating environment during loading and unloading.

TABLE 3.4.2 (CONTINUED)
HI-STORM 100 SYSTEM MATERIAL COMPATIBILITY
WITH OPERATING ENVIRONMENTS

Material/Component	Fuel Pool (Borated and Unborated Water)†	ISFSI Pad (Open to Environment)
Nickel Alloy: - SB637-NO7718 Lifting Trunnion	No adverse reactions with borated or unborated water.	Exposed to weathering effects. No adverse reactions with storage overpack closure plate. No impact on performance.
Brass/Bronze: - Pressure Relief Valve HI-TRAC	Small surface of pressure relief valve will be exposed. No significant adverse impact identified.	Exposed to external weathering. No loss of function expected.
Holtite-A: - Solid Neutron Shield	The neutron shield is fully enclosed. No adverse reaction identified. No adverse reactions with thermal expansion foam or steel.	The neutron shield is fully enclosed in the outer enclosure. No adverse reaction identified. No adverse reactions with thermal expansion foam or steel.

† HI-TRAC/MPC short-term operating environment during loading and unloading.

TABLE 3.4.2 (CONTINUED)
HI-STORM 100 SYSTEM MATERIAL COMPATIBILITY WITH OPERATING ENVIRONMENTS

Material/Component	Fuel Pool (Borated and Unborated Water)†	ISFSI Pad (Open to Environment)
Paint: - Carboline 890 - Thermaline 450	Carboline 890 used for all HI-STORM 100 surfaces and only HI-TRAC exterior surfaces. Acceptable performance for short-term exposure in mild borated pool water. Thermaline 450 selected for HI-TRAC internal surfaces for excellent high temperature resistance properties. Will only be exposed to demineralized water during in-pool operations as annulus is filled prior to placement in the spent fuel pool and the inflatable seal prevents fuel pool water in-leakage. No adverse interaction identified which could affect MPC/fuel assembly performance.	Good performance on surfaces. Discoloration is not a concern.
Elastomer Seals:	No adverse reactions identified.	Only used during fuel pool operations.
Lead:	Enclosed by carbon steel. Lead is not exposed to fuel pool water. Lead has no interaction with carbon steel.	Enclosed by carbon steel. Lead is not exposed to ambient environment. Lead has no interaction with carbon steel.
Concrete:	Storage overpack is not exposed to fuel pool water.	Concrete is enclosed by carbon steel and not exposed to ambient environment. Concrete has no interaction with carbon steel.

† HI-TRAC/MPC short-term operating environment during loading and unloading.

TABLE 3.4.3
FUEL BASKET RESULTS - MINIMUM SAFETY FACTORS

Load Case I.D.	Loading†	Safety Factor	Location in FSAR
F1	T, T'	No interference	Subsection 3.4.4.2
F2	D + H	2.87	Table 3.4.9 of Docket 72-1008
F3			
F3.a	D + H' (end drop)	3.6	3.4.4.3.1.3
F3.b	D + H' (side drop 0 deg.)	1.29~~32~~	Table 3.4.6
F3.c	D + H' (side drop 45 deg.)	1.25~~8~~	Table 3.4.6

† The symbols used for the loadings are defined in Table 2.2.13.

TABLE 3.4.4
MPC RESULTS - MINIMUM SAFETY FACTOR

Load Case I.D.	Load Combination[†,††]	Safety Factor	Location in FSAR Where the Analysis is Performed		
E1					
E1.a	Design internal pressure, P_I	4.30~~8.59~~[†††]	E.1.a	Lid	Table 3.4.7
		1.326		Baseplate	3.I.8.1 of Docket 72-1008
		1.20		Shell	Table 3.4.7
		N/A		Supports	
E1.b	Design external pressure, P_o	4.30~~8.59~~[†††]	E.1.b	Lid	P_i bounds
		1.326		Baseplate	P_i bounds
		23.3~~38.5~~		Shell	3.4.4.3.1.7 (~~B~~buckling methodology in 3.H of Docket 72-1008)
		N/A		Supports	
E1.c	Design internal pressure, P_i, plus Temperature T	1.09	E1.c	Shell	Table 3.4.8
E2	D + H + (P_i, P_o)	1.8[†††]		Lid	3.E.8.1.2 of Docket 72-1008
		1.08~~8~~		Baseplate	3.4.3.6~~3.I.8.2 of Docket 72-1008~~
		2.64*0.967(stress), 45.5		Shell	Table 3.4.9 of Docket 72-1008 Buckling methodology in 3.H of Docket 72-1008
		5.85		Supports	Table 3.4.9 of Docket 72-1008

Note: 0.967 multiplier reflects increase in MPC shell design temperature to 500 deg. F.

† The symbols used for the loadings are defined in Table 2.2.13
†† Note that in analyses, bounding pressures are applied, i.e., in buckling calculations P_o is used, and in stress evaluations either P_o or P_i is appropriate
††† Minimum safety factor is based on the dual lid configuration.

TABLE 3.4.4 (CONTINUED)
MPC RESULTS - MINIMUM SAFETY FACTOR

Load Case I.D.	Load Combination†,††	Safety Factor	Location in FSAR		
E3					
E3.a	$(P_i,P_o) + D + H'$, end drop	1.4†††	E.a	Lid	3.E.8.2.1.2 of Docket 72-1008
		1.87~~28~~		Baseplate	3.I.8.3 of Docket 72-1008
		1.72		Shell	Buckling methodology in 3.H of Docket 72-1008
		N/A		Supports	
E3.b	$(P_i,P_o) + D + H'$, side drop 0 deg.	1.4†††	E.b	Lid	end drop bounds
		1.87~~28~~		Baseplate	end drop bounds
		1.02~~6~~		Shell	Table 3.4.6
		1.13~~8~~		Supports	Table 3.4.6
E3.c	$(P_i,P_o) + D + H'$, side drop 45 deg.	1.4†††	E.c	Lid	end drop bounds
		1.87~~28~~		Baseplate	end drop bounds
		1.38~~41~~		Shell	Table 3.4.6
		1.50~~6~~		Supports	Table 3.4.6

† The symbols used for the loadings are defined in Table 2.2.13

†† Note that in analyses, bounding pressures are applied, i.e., in buckling calculations P_o is used, and in stress evaluations either P_o or P_i is appropriate

††† Minimum safety factor is based on the dual lid configuration.

TABLE 3.4.4 (CONTINUED)
MPC RESULTS - MINIMUM SAFETY FACTOR

Load Case I.D.	Load Combination†, ††	Safety Factor	Location in FSAR
E4	T	Subsection 3.4.4.2 shows there are no primary stresses from thermal expansion.	Subsection 3.4.4.2
E5	D + T* + (P_i*,P_o*)	13.6††† 1.17~~78~~ 1.15 (buckling) 13.6††† (stress) N/A	Lid 3.E.8.2.1.3 of Docket 72-1008 Baseplate 3.4.4.3.1.4~~3.I.8.4 of Docket 72-1008~~ Shell Buckling methodology in 3.H of Docket 72-1008 3.4.4.3.1.5 (thermal stress) of Docket 72-1008 Supports N/A

† The symbols used for the loadings are defined in Table 2.2.13.

†† Note that in analyses, bounding pressures are applied, i.e., in buckling calculations P_o is used, and in stress evaluations either P_o or P_i is appropriate.

††† Minimum safety factor is based on the dual lid configuration.

TABLE 3.4.5
HI-STORM 100 STORAGE OVERPACK AND HI-TRAC RESULTS - MINIMUM SAFETY FACTORS

Load Case I.D.	Loading†	Safety Factor	Location in FSAR	
01	$D + H + T + (P_o, P_i)$		Overpack	
		1.33	Shell (inlet vent)/Base	3.4.3.5
		N/A	Top Lid	N/A
			HI-TRAC	
		2.83(125); 2.29(100)	Shell	3.4.3.3; 3.4.3.4
		2.604 (ASME Code limit)	Pool Lid	3.4.3.8
		2.61 (ASME Code limit)	Top Lid	N/A
		2.91; 1.11(optional bolts)	Pocket Trunnion	3.4.4.3.3.1
02				
02.a	$D + H' + (P_o,P_i)$		Overpack	
	(end drop/tip-over)	1.271	Shell	3.4.4.3.2.3
		1.134	Top Lid	3.4.4.3.2.2
			HI-TRAC	
02.b	$D + H' + (P_o,P_i)$	2.09	Shell	3.4.9
	(side drop)	1.392	Transfer Lid	3.4.4.3.3.3
		1.651	Top Lid	3.4.4.3.3.5
03	D (water jacket)	1.168	3.4.4.3.3.4	
04	M (small and medium penetrant missiles)	2.65 (Side Strike); 1.35(End strike)	Overpack	3.4.8.1
		1.23 (End Strike)	HI-TRAC	3.4.8.2.1

† The symbols used for the loadings are defined in Table 2.2.13.

TABLE 3.4.6
MINIMUM SAFETY FACTORS FOR MPC COMPONENTS DURING TIP-OVER
45g DECELERATIONS

Component - Stress Result	MPC-24		MPC-68	
	0 Degrees	45 Degrees	0 Degrees	45 Degrees
Fuel Basket - Primary Membrane (P_m)	3.38~~46~~ (1134)	4.72~~83~~ (396)	2.89~~3.01~~ (1603)	4.18~~36~~ (1603)
Fuel Basket - Local Membrane Plus Primary Bending (P_L+P_b)	1.29~~32~~ (1065)	1.30~~3~~ (577)	2.09~~18~~ (1590)	1.38~~44~~ (774)
Enclosure Vessel - Primary Membrane (P_m)	6.39~~54~~*.967 (1354)	6.46~~62~~*.967 (1370)	6.29~~56~~*.967 (2393)	6.58~~86~~*.967 (2377)
Enclosure Vessel - Local Membrane Plus Primary Bending (P_L+P_b)	2.46~~52~~*.967 (1278)	2.92~~9~~*.967 (1247)	1.05~~10~~*.967 (1925)	1.50~~6~~*.967 (1925)
Basket Supports – Primary Membrane (P_m)	N/A	N/A	6.86~~7.15~~ (1710)	8.98~~9.37~~ (1699)
Basket Supports - Local Membrane Plus Primary Bending (P_L+P_b)	N/A	N/A	1.13~~8~~ (1715)	1.50~~6~~ (1704)

Notes:

1. Corresponding ANSYS element number shown in parentheses.
2. Multiplier of 0.967 reflects increase in Enclosure Vessel Design Temperature from 450 deg. F to 500 deg. F~~ in this Revision~~ (Table 2.2.3).
3. Safety factors for the MPC-24 and MPC-68 have been reduced (~~reduced~~ divided by factors of 1.024 and 1.043, respectively) to adjust for the fuel assembly weight (see Subsection 3.4.4.4.1).

TABLE 3.4.6 (CONTINUED)
MINIMUM SAFETY FACTORS FOR MPC COMPONENTS DURING TIP-OVER 45g DECELERATIONS

Component - Stress Result	MPC-32	
	0 Degrees	45 Degrees
Fuel Basket - Primary Membrane (P_m)	3.43~~51~~ (715)	4.84~~96~~ (366)
Fuel Basket - Local Membrane Plus Primary Bending (P_L+P_b)	1.47~~51~~ (390)	1.25~~8~~ (19)
Enclosure Vessel - Primary Membrane (P_m)	4.01~~11~~*.967 (1091)	5.46~~59~~*.967 (1222)
Enclosure Vessel - Local Membrane Plus Primary Bending (P_L+P_b)	1.08~~11~~*.967 (1031)	1.43~~6~~*.967 (1288)
Basket Supports - Primary Membrane (P_m)	3.36~~44~~ (905)	4.74~~85~~ (905)
Basket Supports - Local Membrane Plus Primary Bending (P_L+P_b)	1.27~~30~~ (901)	1.67~~71~~ (908)

Notes:

1. Corresponding ANSYS element number shown in parentheses.
2. Multiplier of 0.967 reflects increase in Enclosure Vessel Design Temperature from 450 deg. F to 500 deg. F~~ in this Revision~~ (Table 2.2.3).
3. Safety factors for the MPC-32 have been divided by a factor of 1.024 to adjust for the fuel assembly weight (see Subsection 3.4.4.4.1).

TABLE 3.4.6 (CONTINUED)
MINIMUM SAFETY FACTORS FOR MPC-24E COMPONENTS DURING TIP-OVER
45g DECELERATIONS

Components – Stress Result	**0 Degrees**	**45 Degrees**
Fuel Basket – Primary Membrane (P_m)	-10,529~~282~~ (3.51~~9~~)	-7,590~~412~~ (4.87~~99~~)
Fuel Basket – Primary Membrane plus Primary Bending ($P_L + P_b$)	37,938~~049~~ (1.46~~50~~)	32,667~~31,901~~ (1.704)
Enclosure Vessel – Primary Membrane (P_m)	6,596~~441~~ (6.59~~75~~*.967)	6,597~~442~~ (6.59~~75~~*.967)
Enclosure Vessel – Primary Membrane plus Primary Bending ($P_L + P_b$)	23,624~~070~~ (2.76~~83~~*.967)	16,828~~434~~ (3.88~~97~~*.967)

Notes:
1. All stresses are reported in psi units and are based on closed gaps (primary stresses only).
2. The numbers shown in parentheses are the corresponding safety factors.
3. Multiplier of 0.967 reflects the increase in Enclosure Vessel Design Temperature from 450 deg. F to 500 deg. F~~ in this Revision~~ (Table 2.2.3).
4. Stress results/safety factors for the MPC-24E have multiplied/divided by a factor of 1.024 to adjust for the fuel assembly weight (see Subsection 3.4.4.4.1).

TABLE 3.4.7
STRESS INTENSITY RESULTS FOR CONFINEMENT BOUNDARY - INTERNAL PRESSURE ONLY

Locations (Per Fig. 3.4.11)	Calculated Value of Stress Intensity (psi)	Category	Table 3.1.13 Allowable Value (psi)†	Safety Factor (Allowable/Calculated)
Top Lid††				
A	1,633	$P_L + P_b$	25,450	15.6
Neutral Axis	21.9	P_m	16,950	774
B	1,604	$P_L + P_b$	25,450	15.9
C	695	$P_L + P_b$	25,450	36.6
Neutral Axis	732	P_m	16,950	23.2
D	2,962	$P_L + P_b$	25,450	8.59
Baseplate				
E	19,773	$P_L + P_b$	28,100	1.42
Neutral Axis	415	P_m	18,700	45.1
F	20,601	$P_L + P_b$	28,100	1.36
G	9,610	$P_L + P_b$	28,100	2.92
Neutral Axis	2,268	P_m	18,700	8.25
H	8,279	$P_L + P_b$	28,100	3.39

~~Stresses for the top lid are reported for the single lid configuration; stresses for the dual lid configuration are doubled.~~

† Allowable stress intensities are evaluated at 550 degrees F (lid), 400 degrees F (baseplate), and 500 degrees F (canister).

†† Stresses for the top lid are reported for the single lid configuration; a doubling of the calculated stress values (and a halving of the top lid safety factors) results when the dual lid configuration is considered.

TABLE 3.4.7 (CONTINUED)
STRESS INTENSITY RESULTS FOR CONFINEMENT BOUNDARY - INTERNAL PRESSURE ONLY

Locations (Per Fig. 3.4.11)	Calculated Value of Stress Intensity (psi)	Category	Table 3.1.13 Allowable Value (psi)†	Safety Factor (Allowable/Calculated)
Canister				
I	6,788	P_m	17,500	2.58
Upper Bending Boundary Layer Region	7,202 7,014	$P_L + P_b + Q$ P_L	52,500 26,300	7.29 3.75
Lower Bending Boundary Layer Region	43,645 11,349	$P_L + P_b + Q$ P_L	52,500 26,300	1.20 2.32

† Allowable stress intensities are evaluated at 550 degrees F (lid), 400 degrees F (baseplate), and 500 degrees F (canister).

TABLE 3.4.8
PRIMARY AND SECONDARY STRESS INTENSITY RESULTS FOR CONFINEMENT BOUNDARY - PRESSURE PLUS THERMAL LOADING

Locations (Per Fig. 3.4.11)	Calculated Value of Stress Intensity (psi)	Category	Allowable Stress Intensity (psi)†	Safety Factor (Allowable/Calculated)
Top Lid††				
A	7,866	$P_L + P_b + Q$	50,850	6.46
Neutral Axis	6,553	$P_m + P_L$	25,450	3.88
B	3,409	$P_L + P_b + Q$	50,850	14.9
C	13,646	$P_L + P_b + Q$	50,850	3.73
Neutral Axis	12,182	$P_m + P_L$	25,450	2.09
D	11,145	$P_L + P_b + Q$	50,850	4.56
Baseplate				
E	19,417	$P_L + P_b + Q$	56,100	2.89
Neutral Axis	223.1	$P_m + P_L$	28,100	126
F	19,860	$P_L + P_b + Q$	56,100	2.82
G	4,836	$P_m + P_L + Q$	56,100	11.6
Neutral Axis	1,201	$P_m + P_L$	28,100	23.4
H	4,473	$P_L + P_b + Q$	56,100	12.5

~~Stresses for the top lid are reported for the single lid configuration; stresses for the dual lid configuration are doubled.~~

† Allowable stress intensities are evaluated at 550 degrees F (lid), 400 degrees F (baseplate), and 500 degrees F (canister).

†† Stresses for the top lid are reported for the single lid configuration; a doubling of the calculated stress values (and a halving of the top lid safety factors) results when the dual lid configuration is considered.

TABLE 3.4.8 (CONTINUED)
PRIMARY AND SECONDARY STRESS INTENSITY RESULTS FOR CONFINEMENT BOUNDARY - PRESSURE PLUS THERMAL LOADING

Locations (Per Fig. 3.4.11)	Calculated Value of Stress Intensity (psi)	Category	Allowable Stress Intensity (psi)†	Safety Factor (Allowable/Calculated)
Canister				
I	6,799	P_L	26,300	3.87
Upper Bending Boundary Layer Region	12,813 12,185	$P_L + P_b + Q$ P_L	52,500 26,300	4.10 2.16
Lower Bending Boundary Layer Region	48,378 12,028	$P_L + P_b + Q$ P_L	52,500 26,300	1.09 2.19

† Allowable stress intensities are evaluated at 550 degrees F (lid), 400 degrees F (baseplate), and 500 degrees F (canister).

TABLE 3.4.9
SAFETY FACTORS FROM SUPPLEMENTARY CALCULATIONS

Item	Loading	Safety Factor	FSAR Location Where Details are Provided
HI-STORM Top Lid Weld Shear	Tipover	3.22	3.4.4.3.2.2
HI-STORM Lid Bottom Plate	End Drop	9.777	3.4.4.3.2.3
HI-STORM Lid Bottom Plate Welds	End Drop	2.695	3.4.4.3.2.3
Pedestal Shield Compression	End Drop	1.011	3.4.4.3.2.3
HI-STORM Inlet Vent Plate Bending Stress	End Drop	1.271	3.4.4.3.2.3
HI-STORM Lid Top Plate Bending	End Drop –100 100S	5.208 1.357	3.4.4.3.2.3
HI-TRAC Pocket Trunnion Weld	HI-TRAC Rotation	2.92	3.4.4.3.3.1
HI-TRAC 100 Optional Bolts - Tension	HI-TRAC Rotation	1.11	3.4.4.3.3.1
HI-STORM 100 Shell	Seismic Event	14.6	3.4.7
HI-TRAC Transfer Lid Door Lock Bolts	Side Drop	2.387	3.4.4.3.3.3
HI-TRAC Transfer Lid Separation	Side Drop	1.329	3.4.4.3.3.3
HI-STORM 100 Top Lid	Missile Impact	1.20~~9~~	3.4.8.1
HI-STORM 100 Shell	Missile Impact	2.77	3.4.8.1
HI-TRAC Water Jacket –Enclosure Shell Bending	Pressure	1.17	3.4.4.3.3.4
HI-TRAC Water Jacket – Enclosure Shell Bending	Pressure plus Handling	1.14	3.4.4.3.3.1
HI-TRAC Water Jacket – Bottom Flange Bending	Pressure	1.39	3.4.4.3.3.4
HI-TRAC Water Jacket – Weld	Pressure	1.42	3.4.4.3.3.4
Fuel Basket Support Plate Bending	Side Drop	1.82~~91~~	3.4.4.3.1.8
Fuel Basket Support Welds	Side Drop	1.98~~2.09~~	3.4.4.3.1.8
MPC Cover Plates in MPC Lid	Accident Condition Internal Pressure	1.44~~34~~	3.4.4.3.1.8
MPC Cover Plate Weld	Accident Condition Internal Pressure	4.03~~3.89~~	3.4.4.3.1.8
HI-STORM Storage Overpack	External Pressure	2.88	3.4.8.1
HI-STORM Storage Overpack Circumferential Stress	Missile Strike	2.49	3.4.8.1
HI-TRAC Transfer Cask Circumferential Stress	Missile Strike	2.61	3.4.8.2
HI-TRAC Transfer Cask Axial Membrane Stress	Side Drop	2.09	3.4.9.1

TABLE 3.4.10
INPUT DATA FOR SEISMIC ANALYSIS OF ANCHORED HI-STORM 100 SYSTEM

Item	Data Used	Actual Value and Reference
Cask height, inch	231.25	231.25” (Dwg. 1495)
Contact diameter at ISFSI pad, inch	146.5	146.5 (Dwg. 3187)
Overpack empty, wt. Kips	270	267.87 (Table 3.2.1)
Bounding wt. of loaded MPC, kips	90	88.135 (Table 3.2.1)
Overpack-to-MPC radial gap (inch)	2.0	2.0’ (Dwg. 1495, Sheets 2 and 5)
Overpack C.G. height above ISFSI pad, inch	117.0	116.8 (Table 3.2.3)
Overpack with Loaded MPC - C.G. height above ISFSI pad	118.5	118.5 (Table 3.2.3)
Applicable Response Spectra	Fig. 3.4-31 to 3.4-36	Figures 3.4-30
ZPA: Horizontal 1 Horizontal 2 Vertical	RG 1.60 Western Plant 1.5 1.45 1.5 1.45 1.5 1.3	Site-Specific
No. of Anchor Studs	28	Up to 28
Anchor Stud Diameter Inch Yield stress, ksi Ultimate stress, ksi Free length, inch* Pre-load tensile stress, ksi*	 2.0 80 (minimum) 125 (minimum) 16-42 55-65	 2.0 (BOM 3189) Table 1.2.7 Table 1.2.7 Site-specific 55-65

*For the confirmatory dynamic analyses, bolt spring rates were computed using the maximum length, and the preload stress was slightly above 60.1 ksi. For the static analysis, all combinations were evaluated.

3.5 FUEL RODS

The cladding of the fuel rods is the initial confinement boundary in the HI-STORM 100 System. Analyses have been performed in Chapter *4*~~3~~ to ensure that the maximum temperature of the fuel cladding is below the *limits specified in ISG-11 [4.1.4]*~~Pacific Northwest Laboratory's threshold values for various cooling times~~. These temperature limits ensure that the fuel cladding will not degrade in an inert helium environment. Additional details on the fuel rod cladding temperature analyses for the spent fuel to be loaded into the HI-STORM 100 System are provided in Chapter 3.

The dimensions of the storage cell openings in the MPC are equal to or greater than those used in spent fuel racks supplied by Holtec International. Thousands of fuel assemblies have been shuffled in and out of these cells over the years without a single instance of cladding failure. The vast body of physical evidence from prior spent fuel handling operations provides confirmation that the fuel handling and loading operations with the HI-STORM 100 MPC will not endanger or compromise the integrity of the cladding or the structural integrity of the assembly.

The HI-STORM 100 System is designed and evaluated for a maximum deceleration of 45g's. Studies of the capability of spent fuel rods to resist impact loads [3.5.1] indicate that the most vulnerable fuel can withstand 63 g's in the side impact orientation. Therefore, limiting the HI-STORM 100 System to a maximum deceleration of 45 g's (perpendicular to the longitudinal axis of the overpack during all normal and hypothetical accident conditions) ensures that fuel rod cladding integrity is maintained. In [3.5.1], it is assumed that the fuel rod cladding provides the only structural resistance to bending and buckling of the rod. For accidents where the predominate deceleration is directed along the longitudinal axis of the overpack, [3.5.1] also demonstrates that no elastic instability or yielding of the cladding will occur until the deceleration level is well above the HI-STORM 100 limit of 45g's. ~~The solutions presented in [3.5.1], however, assume that the fuel pellets are not intimately attached to the cladding when subjected to an axial deceleration load that may cause an elastic instability of the fuel rod cladding.~~

~~The limit based on classical Euler buckling analyses performed by Lawrence Livermore National Laboratory in [3.5.1] is 82 g's. In the LLNL report, the limiting axial load to ensure fuel rod stability is obtained by modeling the fuel rod as a simply supported beam with unsupported length equal to the grid strap spacing. The limit load under this condition is:~~

$\cancel{F = \pi^2 EI/L^2}$

~~In the preceding formula, E = Young's Modulus of the cladding, I = area moment of inertia of the cladding, and L = spacing of the grid straps.~~

~~Assuming that F = WxA/g with W being the weight of a fuel rod, and A = the deceleration, the Euler buckling formula can be expressed as~~

$\cancel{A/g = \pi^2 (ER^3 tn/W_{fa} L^2) = \pi^2 \beta}$

~~In the preceding formula, g = gravity, n = number of fuel rods in the fuel assembly, W_{fa} = the total weight of the fuel assembly, t = cladding wall thickness, and R = cladding mean radius.~~
~~Using the preceding formula, a survey of a large variety of fuel assembly types in [3.5.1] concluded that a 17 x 17 PWR assembly resulted in the minimum value for deceleration and results in the lower bound limit of:~~

~~A/g = 82~~

~~The fuel pellet weight was omitted from the analysis in [3.5.1] by virtue of the assumption that under axial load, the cladding did not support the fuel pellet mass. Since the results may not be conservative because of the assumption concerning the behavior of the fuel pellet mass, a new analysis of the structural response of the fuel cladding is presented here. It is demonstrated that the maximum axially oriented deceleration that can be applied to the fuel cladding is in excess of the design basis deceleration specified in this FSAR. Therefore, the initial confinement boundary remains intact during a hypothetical accident of transport where large axially directed decelerations are experienced by the HI-STORM 100 package.~~

~~The analysis reported in this section of the FSAR considers the most limiting fuel rod in the fuel assembly. Most limiting is defined as the fuel rod that may undergo the largest bending (lateral) deformations in the event of a loss of elastic stability. The fuel rod is modeled as a thin-walled elastic tube capable of undergoing large lateral displacements in the event that high axial loads cause a loss of stability (i.e., the non-linear interaction of axial and bending behavior of the elastic tube is included in the problem formulation). The fuel rod and the fuel pellet mass is included in the analysis with the fuel pellet mass assumed to contribute only its mass to the analysis. In the HI-STORM 100 spent fuel basket, continuous support to limit lateral movement is provided to the fuel assembly along its entire length. The extent of lateral movement of any fuel rod in a fuel assembly is limited to: (1) the clearance gap between the grid straps and the fuel basket cell wall at the grid strap locations; and, (2) the maximum available gap between the fuel basket cell wall and the fuel rod in the region between the grid straps. Note that the grid straps act as fuel rod spacers at the strap locations; away from the grid straps, however, there is no restraint against fuel rod - to-rod contact under a loading giving rise to large lateral motion of the individual rods. Under the incremental application of axial deceleration to the fuel rod, the fuel rod compresses and displaces from the axially oriented inertial loads experienced. The non-linear numerical analysis proceeds to track the behavior of the fuel rod up to and beyond contact with the rigid confining walls of the HI-STORM 100 fuel basket.~~

~~The analysis is carried out for the "most limiting" spent fuel assembly. The "most limiting" criteria used herein is based on the simple elastic stability formula assuming buckling occurs only between grid straps. This is identical to the methodology employed in [3.5.1] to identify the fuel assembly that limits design basis axial deceleration loading. Table 3.5.1 presents tabular data for a wide variety of fuel assemblies. Considerable data was obtained using the tables in [3.5.2]. The configuration with the lowest value of "Beta" is the most limiting for simple elastic Euler buckling between grid straps; the Westinghouse 14x14 Vantage,"W14V", PWR configuration is used to obtain results.~~

~~The material properties used in the non-linear analysis are those for irradiated Zircalloy and are obtained from [3.5.1]. The Young's Modulus and the cladding dynamic yield stress are set as:~~

~~E = 10,400,000 psi~~

~~σ_y = 80,500 psi~~

~~The fuel cladding material is assumed to have no tensile or compressive stress capacity beyond the material yield strength.~~

~~Calculations are performed for two limiting assumptions on the magnitude of resisting moment at the grid straps. Figures 3.5.1 through 3.5.9 aid in understanding the calculation. It is shown in the detailed calculations that the maximum stress in the fuel rod cladding occurs subsequent to the cladding deflecting and contacting the fuel basket cell wall. Two limiting analyses are carried out. The initial analysis assumes that the large deflection of the cladding between two grid straps occurs without any resisting moment at the grid strap supports. This maximizes the stress in the free span of the cladding, but eliminates all cladding stress at the grid strap supports. It is shown that this analysis provides a conservative lower bound on the limiting deceleration. The second analysis assumes a reasonable level of moment resistance to develop at the grid straps; the level developed is based on an assumed deflection shape for the cladding spans adjacent to the span subject to detailed analysis. For this second analysis, the limiting decelerations are much larger with the limit stress level occurring in the free span and at the grid strap support locations.~~

~~It is concluded that the most conservative set of assumptions on structural response still lead to the conclusion that the fuel rod cladding remains intact under the design basis deceleration levels set for the HI-STORM 100.~~

~~Table 3.5.1 FUEL ASSEMBLY DIMENSIONAL DATA~~

~~Array ID~~	~~Array Name~~	~~Rod O.D. (in.)~~	~~Clad Thk. (in.)~~	~~R_{mean} (in.)~~	~~# of Rods~~	~~Assy Wt. (lb.)~~	~~Rod Length (in.)~~	~~# of Spans~~	~~Average Span (in.)~~	~~Material Modulus~~	~~BETA~~
						~~PWR~~					
~~14x14A01~~	~~W14OFA~~	~~0.4000~~	~~0.0243~~	~~0.20608~~	~~179~~	~~1177~~	~~151.85~~	~~6~~	~~25.30833~~	~~10400000~~	~~0.525127806~~
~~14x14A02~~	~~W14OFA~~	~~0.4000~~	~~0.0243~~	~~0.20608~~	~~179~~	~~1177~~	~~151.85~~	~~6~~	~~25.30833~~	~~10400000~~	~~0.525127806~~
~~14x14A03~~	~~W14V~~	~~0.4000~~	~~0.0243~~	~~0.20608~~	~~179~~	~~1177~~	~~151.85~~	~~6~~	~~25.30833~~	~~10400000~~	~~0.525127806~~
~~14x14B01~~	~~W14STD~~	~~0.4220~~	~~0.0243~~	~~0.21708~~	~~179~~	~~1302~~	~~152.4~~	~~6~~	~~25.4~~	~~10400000~~	~~0.550863067~~
~~14x14B02~~	~~XX14TR~~	~~0.4170~~	~~0.0295~~	~~0.21588~~	~~179~~	~~1215~~	~~152~~	~~6~~	~~25.33333~~	~~10400000~~	~~0.708523868~~
~~14x14B03~~	~~XX14STD~~	~~0.4240~~	~~0.0300~~	~~0.21950~~	~~179~~	~~1271.2~~	~~149.1~~	~~8~~	~~18.6375~~	~~10400000~~	~~1.337586884~~
~~14x14C01~~	~~CE14~~	~~0.4400~~	~~0.0280~~	~~0.22700~~	~~176~~	~~1270~~	~~147~~	~~8~~	~~18.375~~	~~10400000~~	~~1.398051576~~
~~14x14C02~~	~~CE14~~	~~0.4400~~	~~0.0280~~	~~0.22700~~	~~176~~	~~1220~~	~~137~~	~~8~~	~~17.125~~	~~10400000~~	~~1.67556245~~
~~14x14D01~~	~~W14SS~~	~~0.4220~~	~~0.0165~~	~~0.21513~~	~~180~~	~~1247~~	~~126.68~~	~~6~~	~~21.11333~~	~~24700000~~	~~1.31385062~~
~~15x15A01~~	~~CE15P~~	~~0.4180~~	~~0.0260~~	~~0.21550~~	~~204~~	~~1360~~	~~140~~	~~9~~	~~15.55556~~	~~10400000~~	~~1.677523904~~
~~15x15B01~~	~~W15OFA~~	~~0.4220~~	~~0.0245~~	~~0.21713~~	~~204~~	~~1459~~	~~151.85~~	~~6~~	~~25.30833~~	~~10400000~~	~~0.569346561~~
~~15x15B02~~	~~W15V5H~~	~~0.4220~~	~~0.0245~~	~~0.21713~~	~~204~~	~~1459~~	~~151.85~~	~~6~~	~~25.30833~~	~~10400000~~	~~0.569346561~~
~~15x15B03~~	~~W15~~	~~0.4220~~	~~0.0243~~	~~0.21708~~	~~204~~	~~1440~~	~~151.83~~	~~6~~	~~25.305~~	~~10400000~~	~~0.571905185~~
~~15x15B04~~	~~W15~~	~~0.4220~~	~~0.0243~~	~~0.21708~~	~~204~~	~~1443~~	~~151.83~~	~~6~~	~~25.305~~	~~10400000~~	~~0.570716193~~
~~15x15B05~~	~~15(2a-319)~~	~~0.4220~~	~~0.0242~~	~~0.21705~~	~~204~~	~~1472~~	~~151.88~~	~~6~~	~~25.31333~~	~~10400000~~	~~0.556610964~~
~~15x15C01~~	~~SPC15~~	~~0.4240~~	~~0.0300~~	~~0.21950~~	~~204~~	~~1425~~	~~152~~	~~6~~	~~25.33333~~	~~10400000~~	~~0.73601861~~
~~15x15C02~~	~~SPC15~~	~~0.4240~~	~~0.0300~~	~~0.21950~~	~~204~~	~~1425~~	~~152~~	~~6~~	~~25.33333~~	~~10400000~~	~~0.73601861~~
~~15x15C03~~	~~XX15~~	~~0.4240~~	~~0.0300~~	~~0.21950~~	~~204~~	~~1432.8~~	~~152.065~~	~~6~~	~~25.34417~~	~~10400000~~	~~0.731386148~~
~~15x15C04~~	~~XX15~~	~~0.4170~~	~~0.0300~~	~~0.21600~~	~~204~~	~~1338.6~~	~~139.423~~	~~9~~	~~15.49144~~	~~10400000~~	~~1.996693327~~
~~15x15D01~~	~~BW15~~	~~0.4300~~	~~0.0265~~	~~0.22163~~	~~208~~	~~1515~~	~~153.68~~	~~7~~	~~21.95429~~	~~10400000~~	~~0.854569793~~
~~15x15D02~~	~~BW15~~	~~0.4300~~	~~0.0265~~	~~0.22163~~	~~208~~	~~1515~~	~~153.68~~	~~7~~	~~21.95429~~	~~10400000~~	~~0.854569793~~
~~15x15D03~~	~~BW15~~	~~0.4300~~	~~0.0265~~	~~0.22163~~	~~208~~	~~1515~~	~~153.68~~	~~7~~	~~21.95429~~	~~10400000~~	~~0.854569793~~
~~15x15G01~~	~~HN15SS~~	~~0.4220~~	~~0.0165~~	~~0.21513~~	~~204~~	~~1421~~	~~126.72~~	~~6~~	~~21.12~~	~~24700000~~	~~1.305875606~~
~~16x16A01~~	~~CE16~~	~~0.3820~~	~~0.0250~~	~~0.19725~~	~~236~~	~~1430~~	~~161~~	~~10~~	~~16.1~~	~~10400000~~	~~1.270423729~~

Table 3.5.1 FUEL ASSEMBLY DIMENSIONAL DATA (continued)

Array ID	Array Name	Rod O.D. (in.)	Clad Thk. (in.)	R_{mean} (in.)	# of Rods	Assy Wt. (lb)	Rod Length (in.)	# of Spans	Average Span (in.)	Material Modulus	BETA
16x16A02	CE16	0.3820	0.0250	0.19725	236	1300	146.499	9	16.27767	10400000	1.367126598
17x17A01	W17OFA	0.3600	0.0225	0.18563	264	1373	151.635	7	21.66214	10400000	0.613275783
17x17A02	W17OFA	0.3600	0.0225	0.18563	264	1365	152.3	7	21.75714	10400000	0.611494853
17x17B01	W17STD	0.3740	0.0225	0.19263	264	1482	151.635	7	21.66214	10400000	0.634902014
17x17B02	W17P+	0.3740	0.0225	0.19263	264	1482	151.635	7	21.66214	10400000	0.634902014
17x17C01	BW17	0.3790	0.0240	0.19550	264	1505	152.688	7	21.81257	10400000	0.687604262
BWR											
6x6A02	XX/ANF6	0.5645	0.0360	0.29125	36	328.4	116.65	4	29.1625	10400000	1.192294364
6x6C01	HB6	0.5630	0.0320	0.28950	36	270	83	3	20.75	10400000	2.500527046
7x7A01	HB7	0.4860	0.0330	0.25125	49	276	83.2	3	20.8	10400000	2.233705011
7x7B01	GE-7	0.5630	0.0320	0.28950	49	682.5	159	7	19.875	10400000	1.467601583
7x7B02	GE-7	0.5630	0.0370	0.29075	49	681	164	7	20.5	10400000	1.619330439
7x7B03	GE-7	0.5630	0.0370	0.29075	49	674.4	164	7	20.5	10400000	1.635177979
7x7B04	GE-7	0.5700	0.0355	0.29388	49	600	161.1	7	20.1375	10400000	1.887049713
7x7B05	GE-7	0.5630	0.0340	0.29000	49	600	161.1	7	20.1375	10400000	1.736760659
8x8B03	GE-8	0.4930	0.0340	0.25500	63	681	164	7	20.5	10400000	1.2906798
8x8C02	GE-8R	0.4830	0.0320	0.24950	62	600	159	7	19.875	10400000	1.352138354
8x8C03	GE-8R	0.4830	0.0320	0.24950	62	600	163.71	7	20.46375	10400000	1.27545448
9x9D01	XX/ANF9	0.4240	0.0300	0.21950	79	575.3	163.84	8	18.20444	10400000	1.367212516
10x10E01	XX10SS	0.3940	0.0220	0.20250	96	376.6	89.98	4	17.996	24700000	3.551678654

Array ID, Rod OD, Clad Thk and # of Rods from Tables 6.2.1 and 6.2.2.

Rmean, Average Span and THETA are Calculated.

Zircaloy Modulus from LLNL Report [2.9.1].

Stainless Steel (348H) Modulus from ASME Code, Section III, Part D.

~~Table 3.5.1 FUEL ASSEMBLY DIMENSIONAL DATA (continued)~~

~~PWR Assy. Wt., Rod Len. and # of Spans (exc. as noted below) from DOE/RW-0184, Vol. 3, UC-70, -71 and -85, Dec. 1987.~~

~~Assy. Wt., Rod Len. and # of Spans for 15x15B03, 15x15B04, 15x15C01 and 15x15C02 from ORNL/TM-9591/V1-R1.~~

~~BWR Assy. Wt., Rod Len. and # of Spans (exc. as noted below) from ORNL/TM-10902.~~

~~Assy. Wt., Rod Len. and # of Spans for 6x6A02, 9x9D01 and 10x10E01 from DOE/RW-0184, Vol. 3, UC-70, -71 and -85, Dec. 1987.~~

~~Assy. Wt., Rod Len. and # of Spans for 7x7B04 and 7x7B05 from ORNL/TM-9591/V1-R1.~~

~~Assy. Wt. for 8x8C02 and 8x8C03 from ORNL/TM-9591/V1-R1.~~

~~In the following, a physical description of the structural instability problem is provided with the aid of Figures 3.5.1 to 3.5.9. A stored fuel assembly consists of a square grid of fuel rods. Each fuel rod consists of a thin-walled cylinder surrounding and containing the fuel pellets. The majority of the total weight of a fuel rod is in the fuel pellets; however, the entire structural resistance of the fuel rod to lateral and longitudinal loads is provided by the cladding. Hereinafter, the use of the words "fuel rod", "fuel rod cladding", or just "cladding" means the structural thin cylinder. The weight of the fuel pellets is conservatively assumed to be attached to the cladding for all discussions and evaluations.~~

~~Figure 3.5.1 shows a typical fuel rod in a fuel assembly. Also shown in Figure 3.5.1 are the grid straps and the surrounding walls of the spent fuel basket cell walls. The grid straps serve to maintain the fuel rods in a square array at a certain number of locations along the length of the fuel assembly. When the fuel rod is subject to a loading causing a lateral deformation, the grid strap locations are the first locations along the length of the rod where contact with the fuel basket cell walls occurs. The fuel basket cell walls are assumed to be rigid surfaces. The fuel rod is assumed subject to some axial load and most likely has some slight initially deformed shape. For the purposes of the analysis, it is assumed that displacement under load occurs in a 2-D plane and that the ends of the fuel rod cladding have a specified boundary condition to restrain lateral deflection. The ends of the fuel rod cladding are assumed to be simply supported and the grid straps along the length of the fuel assembly are assumed to have gap "g_1" relative to the cell walls of the fuel basket. The figure shows a typical fuel rod in the assembly that is located by gaps "g_2" and "g_3" with respect to the fuel basket walls. Because the individual fuel rod is long and slender and is not perfectly straight, it will deform under a small axial load into the position shown in Figure 3.5.2. The actual axial load is due to the distributed weight subject to a deceleration from a hypothetical accident of transport. For the purposes of this discussion, it is assumed that some equivalent axial load is applied to one end of the fuel rod cladding. Because of the distributed weight and the fact that a deceleration load is not likely to be exactly axially oriented, the predominately axial load will induce a lateral displacement of the fuel rod cladding between the two end supports. The displacement will not be symmetric but will be larger toward the end of the cladding where support against the axial deceleration is provided. Depending on the number of grid straps, either one or two grid straps will initially make contact with the fuel basket cell wall and the contact will not be exactly centered along the length of the cell. Figure 3.5.3 illustrates the position of the fuel rod after the axial load has increased beyond the value when initial contact occurred and additional grid straps are now in contact with the cell wall. The maximum stress in the fuel rod will occur at the location of maximum curvature and will be a function of the bending moment (F_2 x(g_2-g_1)).~~

~~At some load $F_3 > F_2$, either the limit stress in the fuel rod cladding is achieved or the rod begins to experience large lateral movements between grid plates because of the coupling between axial and lateral load and deformation. Figure 3.5.4 shows the deformation mode experienced by the fuel rod cladding caused by the onset of an instability between two grid straps that are in contact with the fuel basket cell wall.~~

~~Once the lateral displacement initiates, the rod displaces until contact with the cell wall occurs at the mid point "A" (see Figure 3.5.5) or the cladding stress exceeds the cladding material yield strength. Depending on the particular location of the fuel rod in the fuel assembly, the highest stressed portion of the fuel rod will occur in the segment with the larger of the two gaps "g_2" and "g_3". For the discussion to follow, assume that $g_2 > g_3$. The boundary condition at the grid strap is conservatively assumed as simply-supported so that the analysis need not consider what happens in adjacent spans between grid straps. At this point in the loading process, the maximum bending moment occurs at the contact point and has the value F_4 x (g_2-g_1). Figure 3.5.5 shows the displaced configuration at the load level where initial contact occurs with the fuel cell wall. If the maximum fuel rod stress (from the bending moment and from the axial load) equals the yield stress of the fuel rod cladding, it is assumed that $F_3 = F_4$ is the maximum axial load that can be supported. The maximum stress in the fuel rod cladding occurs at point "A" in Figure 3.5.5 since that location has the maximum bending moment. If the cladding stress is still below yield, additional load can be supported. As the load is further increased, the bending moment is decreased and replaced by reaction loads, "V", at the grid strap and the contact point. These reaction loads V are shown in Figure 3.5.7 and are normal to the cell wall surface. Figure 3.5.6 shows the configuration after the load has been further increased from the value at initial contact. There are two distinct regions that need to be considered subsequent to initial contact with the fuel basket cell wall. During the additional loading phase, the point "A" becomes two "traveling" points, A, and A'. Since the bending moment at A' and A is zero, the moment F_5 x (g_2-g_1) is balanced by forces V at the grid strap and at point A or A'. This is shown in Figure 3.5.7 where the unsupported length current "a" is shown with the balancing load. At this point in the process, two "failure" modes are possible for the fuel rod cladding.~~

~~The axial load that develops in the unsupported region between the grid strap and point A' causes increased deformation and stress in that segment, or,~~

~~The straight region of the rod, between A and A', begins to experience a lateral deformation away from the cell wall.~~

~~Note that in this latter scenario, the slope at A or A' remains zero so this should never govern unless the flat region becomes large. The final limit load occurs when the maximum stress in either portion of the rod exceeds the yield stress of the tube. In what follows, the most limiting fuel assembly from the array of fuel types considered is subject to detailed analysis and the limit load established. This limit axial load is considered as the product of the fuel rod weight times the deceleration. Therefore, establishing the limit load to reach cladding material yield establishes the limiting axial deceleration that can be imposed.~~

~~The preceding discussion has assumed end conditions of simple support for conservatism. The location of the fuel rod determines the actual free gap between grid straps. For example, a fuel rod furthest from the cell wall that resists lateral movement of the assembly moves to close up all of the clearances that exist between it and the resisting cell wall. The clearance between rods is the rod pitch minus the rod diameter. In a 14 x 14 assembly, there are 13 clearance gaps plus an additional clearance~~ $\cancel{g_3}$ ~~between the nearest rod and the cell wall. Therefore, the gap~~ $\cancel{g_2}$ ~~is given as~~

$$\cancel{g_2 = 13(\text{pitch-diameter}) + g_3}$$

~~Figure 3.5.9 provides an illustration of the fuel rod deformation for a case of 5 fuel rods in a column. Clearly for this case, the available lateral movement can be considerable for the "furthest" fuel rod. On the other hand, for this fuel rod, there will be considerable moment resistance at the grid strap from the adjacent section of the fuel rod. The situation is different when the rod being analyzed is assumed to be the closest to the cell wall. In this case, the clearance gap is much smaller, but the moment resistance provided by adjacent sections of the rod is reduced. For calculation purposes, we assume that a moment resistance is provided as M = f x Kq for the fuel rod under analysis where~~

~~K = 3EI/L , L= span between grid straps, and "f" is an assumed fraction of K~~

~~The preceding result for the rotational spring constant assumes a simple support at each end of the span with an end moment "M" applied. Classical strength of materials gives the result for the spring constant. The arbitrary assumption of a constant reduction in the spring constant is to account for undetermined interactions between axial force in the rod and the calculated spring constant. As the compressive force in the adjacent members increases, the spring constant will be reduced. On the other hand, as the adjacent span contacts its near cell wall, the spring constant increases. On balance, it should be conservative to assume a considerable reduction in the spring constant available to the span being analyzed in detail. As a further conservatism, we also use the angle q defined by the geometry and not include any additional elastic displacement shape. This will further reduce the value of the resisting moment at any stage of the solution. In the detailed calculations, two limiting cases are examined. To limit the analysis to a single rod, it is assumed that after "stack-up" of the rods (see Figure 3.5.9), the lateral support provided by the cell wall supports all of the rods. That is, the rods are considered to have non-deforming cross-section.~~

~~Numerical Analysis - Based on the tabular results in Table 3.5.1, the fuel assembly with the smallest value for the deceleration based on the classical Euler buckling formula is analyzed in detail. The following input data is specified for the limiting 14 x 14 assembly [3.5.2]:~~

~~Inside dimension of a HI-STORM 100 fuel basket cell~~	[redacted]
~~Outside envelope dimension of grid plate~~	[redacted]
~~Outer diameter of fuel rod cladding~~	[redacted]
~~Wall thickness of cladding~~	[redacted]
~~Weight of fuel assembly(including end fittings)~~	[redacted]
~~Number of fuel rods + guide/instrument tubes in a column or row~~	[redacted]
~~Overall length of fuel rod between assumed end support~~	[redacted]
~~Length of fuel rod between grid straps~~	[redacted]
~~Average clearance to cell wall at a grid strap location assuming a straight and centered fuel assembly~~	[redacted]
~~Rod pitch~~	[redacted]
[redacted]	[redacted]
~~Minimum available clearance for lateral movement of a fuel rod between grid straps~~	[redacted]
~~Maximum available clearances for lateral movement of a fuel rod between grid straps~~	[redacted]

~~Young's Modulus of Zircalloy [3.5.1]~~ [redacted]

~~Dynamic Yield Strength of Zircalloy [3.5.1]~~ [redacted]

~~Geometry Calculations:~~

~~Compute the metal cross section area A, the metal area moment of inertia I, and the total weight of a single fuel rod (conservatively assume that end fittings are only supported by fuel rods in the loading scenario of interest).~~

[redacted]

~~As an initial lower bound calculation, assume no rotational support from adjacent spans and define a multiplying factor~~

[redacted]

~~Compute the rotational spring constant available from adjacent sections of the rod.~~

[redacted]

~~Now compute the limit load, if applied at one end of the fuel rod cladding, that causes an overall elastic instability and contact with the cell wall. Assume buckling in a symmetric mode for a conservatively low result. The purpose of this calculation is solely to demonstrate the flexibility of the single fuel rod. No resisting moment capacity is assumed to be present at the fittings.~~

[redacted]

~~Note that this is less than the weight of the rod itself. This demonstrates that in the absence of any additional axial support, the fuel rod will bow and be supported by the cell walls under a very small axial load. In reality, however, there is additional axial support that would increase this initial buckling load. The stress induced in the rod by this overall deflected shape is small.~~

[redacted]

~~The conclusion of this initial calculation is that grid straps come in contact and we need only consider what happens between a grid strap. We first calculate the classical Euler buckling load based on a pin-ended rod and assuming conservatively that the entire weight of the rod is providing the axial driving force. This gives a conservatively low estimate of the limiting deceleration that can be resisted before a perfectly straight rod buckles.~~

[redacted]

~~The rigid body angle of rotation at the grid strap under this load that causes contact is:~~

[redacted]

~~Conservatively assume resisting moment at the grid is proportional to this "rigid body" angle:~~

[redacted] ~~(in this first analysis, no resisting moment is assumed)~~

~~The total stress at the grid strap due to the axial force and the resisting moment is~~

[redacted]

~~The total stress at the contact location is~~

[redacted]

~~This is the maximum value of the stress at this location since, for further increase in axial load, the moment will decrease with consequent large decrease in the total stress.~~

~~The safety factor is~~ [redacted]

~~The axial load in the unsupported portion of the beam at this instant is~~

[redacted]

~~At this point in the load process, a certain axial load exists in the unsupported span on either side of the contact point. However, since the unsupported span is approximately 50% of the original span, the allowable deceleration limit is larger. As the axial load is incrementally increased, the moment at the contact point is reduced to zero with consequent increases in the lateral force V at the grid strap and at the contact points A and A'. Figure 3.5.8 provides the necessary information to determine the elastic deformation that occurs in the unsupported span as the axial load increases and the contact points separate (and, therefore, decreasing the free span).~~

~~From geometry, coupled with the assumption that the deflected shape is a half "sin" function with peak value "δ", the following relations are developed:~~

~~Assume "a" is a fraction of 50% of the span (the following calculations show only the final iterated assumption for the fraction~~

[redacted]

~~Calculate "b" in Figure 3.5.8~~

[redacted] [redacted]

~~an equation for d can be developed from the geometric relation~~

[redacted]

~~The inverse of the radius of curvature, R, at the point of peak elastic deflection of the free span, is computed as the second derivative of the assumed sin wave deflection shape. Based on the geometry in Figure 3.5.8, the peak deflection is:~~

[redacted]

[redacted]

~~For the assumed "a", the limiting axial load capacity in the unsupported region is conservatively estimated as:~~

[redacted] [redacted]

~~The corresponding rigid body angle is:~~

[redacted] [redacted]

~~The axial load in the unsupported portion of the beam at this instant is~~

[redacted]

~~The resisting moment is~~

[redacted]

~~The total stress in the middle of the unsupported section of free span "b" is~~

[redacted]

~~The safety factor is~~

[redacted]

~~The total stress at the grid strap due to the axial force and any the resisting moment is~~

[redacted]

~~The safety factor is~~

[redacted]

~~For this set of assumptions, the stress capacity of the rod cladding has been achieved, so that the limit deceleration is:~~

[redacted]

~~This exceeds the design basis for the HI-STORM 100 package.~~

~~If there is any restraining moment from the adjacent span, there is a possibility of exceeding the rod structural limits at that location due to the induced stress. Therefore, the above calculations are repeated for an assumed moment capacity at the grid strap.~~

[redacted] [redacted]

~~The rigid body angle of rotation at the grid strap under this load that causes contact is:~~

[redacted] [redacted]

~~Conservatively assume resisting moment at the grid a function of this angle,is~~

[redacted] [redacted]

~~The total stress at the grid strap due to the axial force and the resisting moment is~~

[redacted] [redacted]

~~The total stress at the contact location is~~

[redacted]

~~This is the maximum value of the stress at this location since, for further increase in axial load, the moment will decrease with consequent large decrease in the total stress.~~

~~The axial load in the unsupported portion of the beam at this instant is~~

[redacted] [redacted]

~~At this point in the load process, a certain axial load exists in the unsupported span on either side of the contact point. However, since the unsupported span is approximately 50% of the original span, the allowable deceleration limit is larger. As the axial load is incrementally increased, the moment at the contact point is reduced to zero with consequent increases in the lateral force V at the grid strap and at the contact points A and A'. Figure 3.5.8 provides the necessary information to determine the elastic deformation that occurs in the unsupported span as the axial load increases and the contact points separate (and, therefore, decreasing the free span).~~

~~From geometry, coupled with the assumption that the deflected shape is a half "sin" function with peak value "δ", the following relations are developed:~~

~~Assume "a" is a fraction of 50% of the span (the following calculations show only the final iterated assumption for the fraction~~

[redacted] [redacted] [redacted]

~~Calculate "b" in Figure 3.5.8~~

[redacted] [redacted]

~~The inverse of the radius of curvature, R, at the point of peak elastic deflection of the free span, is computed as the second derivative of the assumed sin wave deflection shape. Based on the geometry in Figure 3.5.8, the peak deflection is:~~

[redacted]

[redacted]

~~For the assumed "a", the limiting axial load capacity in the unsupported region is conservatively estimated as:~~

[redacted]

~~The corresponding rigid body angle is:~~

[redacted]

~~The axial load in the unsupported portion of the beam at this instant is~~

[redacted]

~~The resisting moment is~~

[redacted]

~~The total stress in the middle of the unsupported section of free span "b" is~~

[redacted]

~~The safety factor is~~ [redacted]

~~The total stress at the grid strap due to the axial force and any the resisting moment is~~

[redacted] [redacted]

~~The safety factor is~~ [redacted]

~~For this set of assumptions, the stress capacity of the rod cladding has been achieved, so that the limit deceleration is:~~

[redacted] [redacted]

~~Conclusions~~

~~An analysis has demonstrated that for the most limiting PWR fuel assembly stored in the HI-STORM 100 fuel basket, a conservative lower bound limit on acceptable axial decelerations exceeds the 45g design basis of the cask. For a reasonable assumption of moment resisting capacity at the grid straps, the axial deceleration limit exceeds the design basis by a large margin.~~

~~It is concluded that fuel rod integrity is maintained in the event of a hypothetical accident condition leading to a 45g design basis deceleration in the direction normal to the target.~~

FIGURES 3.5.1 THROUGH 3.5.9

INTENTIONALLY DELETED

3.6 SUPPLEMENTAL DATA

3.6.1 Additional Codes and Standards Referenced in HI-STORM 100 System Design and Fabrication

The following additional codes, standards and practices were used as aids in developing the design, manufacturing, quality control and testing methods for HI-STORM 100 System:

a. Design Codes

(1) AISC Manual of Steel Construction, 1964 Edition and later.

(2) ANSI N210-1976, "Design Requirements for Light Water Reactor Spent Fuel Storage Facilities at Nuclear Power Stations".

(3) American Concrete Institute Building Code Requirements for Structural Concrete, ACI-318-95.

(4) Code Requirements for Nuclear Safety Related Concrete Structures, ACI349-85/ACI349R-85, ~~and~~ ACI349.1R-80, *and ACI349-97*.

(5) ASME NQA-1, Quality Assurance Program Requirements for Nuclear Facilities.

(6) ASME NQA-2-1989, Quality Assurance Requirements for Nuclear Facility Applications.

(7) ANSI Y14.5M, Dimensioning and Tolerancing for Engineering Drawings and Related Documentation Practices.

(8) ACI Detailing Manual - 1980.

(9) Crane Manufacturer's Association of America, Inc., CMAA Specification #70, Specifications for Electric Overhead Traveling Cranes, Revised 1988.

b. Material Codes - Standards of ASTM

(1) E165 - Standard Methods for Liquid Penetrant Inspection.

(2) A240 - Standard Specification for Heat-Resisting Chromium and Chromium-Nickel Stainless Steel Plate, Sheet and Strip for Fusion-Welded Unfired Pressure Vessels.

(3) A262 - Detecting Susceptibility to Intergranular Attack in Austenitic Stainless Steel.

(4) A276 - Standard Specification for Stainless and Heat-Resisting Steel Bars and Shapes.

(5) A479 - Steel Bars for Boilers & Pressure Vessels.

(6) ~~ASTM~~ A564, Standard Specification for Hot-Rolled and Cold-Finished Age-Hardening Stainless and Heat-Resisting Steel Bars and Shapes.

(7) C750 - Standard Specification for Nuclear-Grade Boron Carbide Powder.

(8) A380 - Recommended Practice for Descaling, Cleaning and Marking Stainless Steel Parts and Equipment.

(9) C992 - Standard Specification for Boron-Based Neutron Absorbing Material Systems for Use in Nuclear Spent Fuel Storage Racks.

(10) ~~ASTM~~ E3, Preparation of Metallographic Specimens.

(11) ~~ASTM~~ E190, Guided Bend Test for Ductility of Welds.

(12) NCA3800 - Metallic Material Manufacturer's and Material Supplier's Quality System Program.

c. Welding Codes: ASME Boiler and Pressure Vessel Code, Section IX - Welding and Brazing Qualifications, 1995 Edition.

d. Quality Assurance, Cleanliness, Packaging, Shipping, Receiving, Storage, and Handling Requirements

(1) ANSI 45.2.1 - Cleaning of Fluid Systems and Associated Components during Construction Phase of Nuclear Power Plants.

(2) ANSI N45.2.2 - Packaging, Shipping, Receiving, Storage and Handling of Items for Nuclear Power Plants (During the Construction Phase).

(3) ANSI - N45.2.6 - Qualifications of Inspection, Examination, and Testing Personnel for Nuclear Power Plants (Regulatory Guide 1.58).

(4) ANSI-N45.2.8, Supplementary Quality Assurance Requirements for Installation, Inspection and Testing of Mechanical Equipment and Systems for the Construction Phase of Nuclear Power Plants.

(5) ANSI - N45.2.11, Quality Assurance Requirements for the Design of Nuclear Power Plants.

(6) ANSI-N45.2.12, Requirements for Auditing of Quality Assurance Programs for Nuclear Power Plants.

(7) ANSI N45.2.13 - Quality Assurance Requirements for Control of Procurement of Equipment Materials and Services for Nuclear Power Plants (Regulatory Guide 1.123).

(8) ANSI N45.2.15-18 - Hoisting, Rigging, and Transporting of Items for Nuclear Power Plants.

(9) ANSI N45.2.23 - Qualification of Quality Assurance Program Audit Personnel for Nuclear Power Plants (Regulatory Guide 1.146).

(10) ASME Boiler and Pressure Vessel, Section V, Nondestructive Examination, 1995~~5~~ Edition.

(11) ANSI - N16.9-75 Validation of Calculation Methods for Nuclear Criticality Safety.

e. Reference NRC Design Documents

(1) NUREG-0800, Radiological Consequences of Fuel Handling Accidents.

(2) NUREG-0612, "Control of Heavy Loads at Nuclear Power Plants", USNRC, Washington, D.C., July, 1980.

(3) NUREG-1536, "Standard Review Plan for Dry Cask Storage Systems", USNRC, January 1997, Final Report.

f. Other ANSI Standards (not listed in the preceding)

(1) ~~ANSI/ANS~~ 8.1 (N16.1) - Nuclear Criticality Safety in Operations with Fissionable Materials Outside Reactors.

(2) ~~ANSI/ANS~~ 8.17, Criticality Safety Criteria for the Handling, Storage, and Transportation of LWR Fuel Outside Reactors.

(3) N45.2 - Quality Assurance Program Requirements for Nuclear Facilities - 1971.

(4) N45.2.9 - Requirements for Collection, Storage and Maintenance of Quality Assurance Records for Nuclear Power Plants - 1974.

(5) N45.2.10 - Quality Assurance Terms and Definitions - 1973.

(6) ~~ANSI/ANS~~ 57.2 (N210) - Design Requirements for Light Water Reactor Spent Fuel Storage Facilities at Nuclear Power Plants.

(7) N14.6 (1993) - American National Standard for Special Lifting Devices for Shipping Containers Weighing 10,000 pounds (4500 kg) or more for Nuclear Materials.

(8) ~~ANSI/ASME~~ N626-3, Qualification and Duties of Personnel Engaged in ASME Boiler and Pressure Vessel Code Section III, Div. 1, Certifying Activities.

g. Code of Federal Regulations

(1) 10CFR20 - Standards for Protection Against Radiation.

(2) 10CFR21 - Reporting of Defects and Non-compliance.

(3) 10CFR50 - Appendix A - General Design Criteria for Nuclear Power Plants.

(4) 10CFR50 - Appendix B - Quality Assurance Criteria for Nuclear Power Plants and Fuel Reprocessing Plants.

(5) 10CFR61 - Licensing Requirements for Land Disposal of Radioactive Material.

(6) 10CFR71 - Packaging and Transportation of Radioactive Material.

h. Regulatory Guides

(1) RG 1.13 - Spent Fuel Storage Facility Design Basis (Revision 2 Proposed).

(2) RG 1.25 - Assumptions Used for Evaluating the Potential Radiological Consequences of a Fuel Handling Accident in the Fuel Handling and Storage Facility of Boiling and Pressurized Water Reactors.

(3) RG 1.28 - (ANSI N45.2) - Quality Assurance Program Requirements.

(4) RG 1.29 - Seismic Design Classification (Rev. 3).

(5) RG 1.31 - Control of Ferrite Content in Stainless Steel Weld Material.

(6) RG 1.38 - (ANSI N45.2.2) Quality Assurance Requirements for Packaging, Shipping, Receiving, Storage and Handling of Items for Water-Cooled Nuclear Power Plants.

(7) RG 1.44 - Control of the Use of Sensitized Stainless Steel.

(8) RG 1.58 - (ANSI N45.2.6) Qualification of Nuclear Power Plant Inspection, Examination, and Testing Personnel.

(9) RG 1.61 - Damping Values for Seismic Design of Nuclear Power Plants, Rev. 0, 1973.

(10) RG 1.64 - (ANSI N45.2.11) Quality Assurance Requirements for the Design of Nuclear Power Plants.

(11) RG 1.71 - Welder Qualifications for Areas of Limited Accessibility.

(12) RG 1.74 - (ANSI N45.2.10) Quality Assurance Terms and Definitions.

(13) RG 1.85 - Materials Code Case Acceptability - ASME Section 3, Div. 1.

(14) RG 1.88 - (ANSI N45.2.9) Collection, Storage and Maintenance of Nuclear Power Plant Quality Assurance Records.

(15) RG 1.92 - Combining Modal Responses and Spatial Components in Seismic Response Analysis.

(16) RG 1.122 - Development of Floor Design Response Spectra for Seismic Design of Floor-Supported Equipment or Components.

(17) RG 1.123 - (ANSI N45.2.13) Quality Assurance Requirements for Control of Procurement of Items and Services for Nuclear Power Plants.

(18) RG 1.124 - Service Limits and Loading Combinations for Class 1 Linear-Type Component Supports, Revision 1, 1978.

(19) Reg. Guide 3.4 - Nuclear Criticality Safety in Operations with Fissionable Materials at Fuels and Materials Facilities.

(20) RG 3.41 - Validation of Calculational Methods for Nuclear Criticality Safety, Revision 1, 1977.

(21) Reg. Guide 8.8 - Information Relative to Ensuring that Occupational Radiation Exposure at Nuclear Power Plants will be as Low as Reasonably Achievable (ALARA).

(22) DG-8006, "Control of Access to High and Very High Radiation Areas in Nuclear Power Plants".

i. Branch Technical Position

(1) CPB 9.1-1 - Criticality in Fuel Storage Facilities.

(2) ASB 9-2 - Residual Decay Energy for Light-Water Reactors for Long-Term Cooling.

j. Standard Review Plan (NUREG-0800)

(1) SRP 3.2.1 - Seismic Classification.

(2) SRP 3.2.2 - System Quality Group Classification.

(3) SRP 3.7.1 - Seismic Design Parameters.

(4) SRP 3.7.2 - Seismic System Analysis.

(5) SRP 3.7.3 - Seismic Subsystem Analysis.

(6) SRP 3.8.4 - Other Seismic Category I Structures (including Appendix D), Technical Position on Spent Fuel Rack.

(7) SRP 3.8.5 - Foundations

(8) SRP 9.1.2 - Spent Fuel Storage, Revision 3, 1981.

(9) SRP 9.1.3 - Spent Fuel Pool Cooling and Cleanup System.

(10) SRP 9.1.4 - Light Load Handling System.

(11) SRP 9.1.5 - Overhead Heavy Load Handling System.

(12) SRP 15.7.4 - Radiological Consequences of Fuel Handling Accidents.

k. AWS Standards

(1) ~~AWS~~ D1.1 - Structural Welding Code, Steel.

(2) ~~AWS~~ A2.4 - Standard Symbols for Welding, Brazing and Nondestructive Examination.

(3) ~~AWS~~ A3.0 - Standard Welding Terms and Definitions.

(4) ~~AWS~~ A5.12 - Tungsten Arc-welding Electrodes.

(5) ~~AWS~~ QC1 - Standards and Guide for Qualification and Certification of Welding Inspectors.

l. Others

(1) ASNT-TC-1A - Recommended Practice for Nondestructive Personnel Qualification and Certification.

(2) SSPC SP-2 - Surface Preparation Specification No. 2 Hand Tool Cleaning.

(3) SSPC SP-3 - Surface Preparation Specification No. 3 Power Tool Cleaning.

(4) SSPC SP-10 - Near-White Blast Cleaning.

3.6.2 Computer Programs

Three computer programs, all with a well established history of usage in the nuclear industry, have been utilized to perform structural and mechanical analyses documented in this report. These codes are ANSYS, DYNA3D, and WORKING MODEL. ANSYS is a public domain code which utilizes the finite element method for structural analyses.

WORKING MODEL, Version V.3.0/V.4.0

This code is used in this 10CFR72 submittal to compute the dynamic load resulting from intermediate missile impact on the overpack closure and to evaluate the maximum elastic spring rate associated with the target during a HI-TRAC handling accident event.

WORKING MODEL has been previously utilized in similar dynamic analyses of the HI-STAR 100 system (Docket No. 72-1008).

"WORKING MODEL" (V3.0/V4.0) is a Computer Aided Engineering (CAE) tool with an integrated user interface that merges modeling, simulation, viewing, and measuring. The program includes a dynamics algorithm that provides automatic collision and contact handling, including detection, response, restitution, and friction.

Numerical integration is performed using the Kutta-Merson integrator which offers options for variable or fixed time-step and error bounding.

The Working Model Code is commercially available. Holtec has performed independent QA validation of the code (in accordance with Holtec's QA requirements) by comparing the solution of several classical dynamics problems with the numerical results predicted by Working Model. Agreement in all cases is excellent.

Additional theoretical material is available in the manual: "Users Manual, Working Model, Version 3", Knowledge Revolution, 66 Bovet Road, Suite 200, San Mateo, CA, 94402.

This code has been acquired by MSC Software and has now been designated "VisualNastran Desktop". The most current version, which has been used in this revision, is VN 2003. The descriptions given above are still valid.

DYNA3D

"DYNA3D" is a nonlinear, explicit, three-dimensional finite element code for solid and structural mechanics. It was originally developed at Lawrence Livermore Laboratories and is ideally suited for study of short-time duration, highly nonlinear impact problems in solid mechanics. DYNA3D is commercially available for both UNIX work stations and Pentium class PCs running Windows 95 or Windows NT. The PC version has been fully validated at Holtec following Holtec's QA procedures for commercial computer codes. This code is used to analyze the drop accidents and the tip-over scenario for the HI-STORM 100. Benchmarking of DYNA3D for these storage analyses is discussed and documented in Appendix 3.A. DYNA3D is also known as LS-DYNA and is currently supported and distributed by Livermore Software. Each update is independently subject to QA validation.

3.6.3 Appendices Included in Chapter 3

3.A HI-STORM Deceleration Under Postulated Vertical Drop Event and Tipover

3.6.4 Calculation Packages

In addition to the calculations presented in Chapter 3, supporting calculation packages have been prepared to document other information pertinent to the analyses. As new components are added (e.g., the HI-STORM 100S versions and additional MPC's), supporting calculation packages back up the summary results reported herein.

The calculation packages contain additional details on component weights, supporting calculations for some results summarized in the chapter, and miscellaneous supporting data that supplements the results summarized in Chapter 3 of the FSAR. All of the finite element tabular data, node and element data, supporting figures, and numerical output for all fuel baskets are contained in the calculation package supplement supporting Revision 1 of the FSAR.

3.7 COMPLIANCE WITH NUREG-1536

Supporting information to provide reasonable assurance with respect to the adequacy of the HI-STORM 100 System to store spent nuclear fuel in accordance with the stipulations of the Technical Specifications (Chapter 12) is provided throughout this FSAR. An itemized table (Table 3.0.1 at the beginning of this chapter) has been provided to locate and collate the substantiating material to support the technical evaluation findings listed in NUREG-1536 Chapter 3, Article VI.

The following statements are germane to an affirmative safety evaluation:

- The design and structural analysis of the HI-STORM 100 System is in full compliance with the provisions of Chapter 3 of NUREG-1536 except as listed in the Table 1.0.3 (list of code compliance exceptions).

- The list of Regulatory Guides, Codes, and standards presented in Section 3.6 herein is in full compliance with the provisions of NUREG-1536.

- All HI-STORM 100 structures, systems, and components (SSC) that are important to safety (ITS) are identified in Table 2.2.6. Section 1.5 contains the design drawings that describe the HI-STORM 100 SSCs in complete detail. Explanatory narrations in Subsections 3.4.3 and 3.4.4 provide sufficient textual details to allow an independent evaluation of their structural effectiveness.

- The requirements of 10CFR72.24 with regard to information pertinent to structural evaluation is provided in Chapters 2, 3, and 11.

- Technical Specifications pertaining to the structures of the HI-STORM 100 System have been provided in Section 12.3 herein pursuant to the requirements of 10CFR72.26.

- A series of analyses to demonstrate compliance with the requirements of 10CFR72.122(b) and (c), and 10CFR72.24(c)(3) have been performed which show that SSCs designated as ITS possess an adequate margin of safety with respect to all load combinations applicable to normal, off-normal, accident, and natural phenomenon events. In particular, the following information is provided:

  i. Load combinations for the fuel basket, enclosure vessel, and the HI-STORM 100/HI-TRAC overpacks for normal, off-normal, accident, and natural phenomenon events are compiled in Tables 2.2.14, 3.1.1, and 3.1.3 through 3.1.5, respectively.

  ii. Stress limits applicable to the materials are found in Subsection 3.3.

iii. Stresses at various locations in the fuel basket, the enclosure vessel, and the HI-STORM 100/HI-TRAC overpacks have been computed by analysis.

   Descriptions of stress analyses are presented in Sections 3.4.3 and 3.4.4.

iv. Factors of safety in the components of the HI-STORM 100 System are reported as below:

a.	Fuel basket	Tables 3.4.3 and 3.4.6
b.	Enclosure vessel	Tables 3.4.4, 3.4.6, 3.4.7, and 3.4.8
c.	HI-STORM 100 overpack/ HI-TRAC	Table 3.4.5
d.	Miscellaneous components	Table 3.4.9
e.	Lifting devices	Subsection 3.4.3

- The structural design and fabrication details of the fuel baskets whose safety function in the HI-STORM 100 System is to maintain nuclear criticality safety, have been carried out to comply with the provisions of Subsection NG of the ASME Code (loc. cit.) Section III. The structural factors of safety, summarized in Tables 3.4.3 and 3.4.6 for all credible load combinations under normal, off-normal, accident, and natural phenomenon events demonstrate that the Code limits are satisfied in all cases. As the stress analyses have been performed using linear elastic methods and the computed stresses are well within the respective ASME Code limits, it follows that the physical geometry of the fuel basket will not be altered under any load combination to create a condition adverse to criticality safety. This conclusion satisfies the requirement of 10CFR72.124(a), with respect to structural margins of safety for SSCs important to nuclear criticality safety.

- Structural margins of safety during handling, packaging, and transfer operations, mandated by the provisions of 10CFR Part 72.236(b), require that the lifting and handling devices are engineered to comply with the stipulations of ANSI N14.6, NUREG-0612, Regulatory Guide 3.61, and NUREG-1536, and that the components being handled meet the applicable ASME Code service condition stress limits. The requirements of the governing codes for handling operations are summarized in Subsection 3.4.3 herein. A summary table of factors of safety for all ITS components under lifting and handling operations, presented in Subsection

3.4.3, shows that adequate structural margins exist in all cases.

- Consistent with the requirements of 10CFR72.236(i), the confinement boundary for the HI-STORM 100 System has been engineered to maintain confinement of radioactive materials under normal, off-normal, and postulated accident conditions. This assertion of confinement integrity is made on the strength of the following information provided in this FSAR.

  i. The MPC Enclosure Vessel which constitutes the confinement boundary is designed and fabricated in accordance with Section III, Subsection NB (Class 1 nuclear components) of the ASME Code to the maximum extent practicable.

  ii. The MPC lid of the MPC Enclosure Vessel is welded using a strength groove weld and is subjected to volumetric examination or multiple liquid penetrant examinations, pressure testing, and liquid penetrant (root and final) testing to establish a maximum confidence in weld joint integrity.

  iii. The closure of the MPC Enclosure Vessel consists of *two* independent isolation barriers.

  iv. The confinement boundary is constructed from stainless steel alloys with a proven history of material integrity under environmental conditions.

  v. The load combinations for normal, off-normal, accident, and natural phenomena events have been compiled (Table 2.2.14) and applied on the MPC Enclosure Vessel (confinement boundary). The results, summarized in Tables 3.4.4 through 3.4.9, show that the factor of safety (with respect to the appropriate ASME Code limits) is greater than one in all cases. Design Basis natural phenomena events such as tornado-borne missiles (large, intermediate, or small) have also been analyzed to evaluate their potential for breaching the confinement boundary. Analyses presented in Subsection 3.4.8, and summarized in unnumbered tables in Subsection 3.4.8, show that the integrity of the confinement boundary is preserved under all design basis projectile impact scenarios.

- The information on structural design included in this FSAR complies with the requirements of 10CFR72.120 and 10CFR72.122, and can be ascertained from the information contained in Table 3.7.1.

- The provisions of features in the HI-STORM 100 structural design, listed in Table 3.7.2, demonstrate compliance with the specific requirements of 10CFR72.236(e), (f), (g), (h), (i), (j), (k), and (m).

Table 3.7.1

NUREG –1536 COMPLIANCE MATRIX FOR 10CFR72.120 AND 10CFR72.122 REQUIREMENTS

Item	Compliance	Location of Supporting Information in This Document
i. Design and fabrication to acceptable quality standards	All ITS components designed and fabricated to recognized Codes and Standards:	
	• Basket: Subsection NG, Section III	Subsections 2.0.1 and 3.1.1 Tables 2.2.6 and 2.2.7
	• Enclosure Vessel: Subsection NB, loc. cit.	Subsections 2.0.1 and 3.1.1 Tables 2.2.6 and 2.2.7
	• HI-STORM 100 Structure: Subsection NF, loc. cit.	Subsections 2.0.2 and 3.1.1
	• HI-TRAC Structure: Subsection NF, loc. cit.	Subsections 2.0.3 and 3.1.1
ii. Erection to acceptable quality standards	• Concrete in HI-STORM 100 meets requirements of : ACI –349(85)	Appendix 1.D Subsection 3.3.2
iii. Testing to acceptable quality standards	• All non-destructive examination of ASME Code components for provisions in the Code (see exceptions in Table 2.2.15).	Section 9.1
	• Pressure test of pressure vessel per the Code.	Section 9.1
	• Testing for radiation containment per provisions of NUREG-1536	Sections 7.1 and 9.1
	• Concrete testing in accordance with ACI-349(85)	Appendix 1.D

Table 3.7.1

NUREG –1536 COMPLIANCE MATRIX FOR 10CFR72.120 AND 10CFR72.122 REQUIREMENTS

Item		Compliance	Location of Supporting Information in This Document
iv.	Adequate structural protection against environmental conditions and natural phenomena.	Analyses presented in Chapter 3 demonstrate that the confinement boundary will preserve its integrity under all postulated off-normal and natural phenomena events listed in Chapters 2.	Section 2.2 Chapter 11
v.	Adequate protection against fires and explosions	• The extent of combustible (exothermic) material in the vicinity of the cask system is procedurally controlled (the sole source of hydrocarbon energy is diesel in the tow vehicle).	Subsections 12.3.20 and 12.3.21
		• Analyses show that the heat energy released from the postulated fire accident condition surrounding the cask will not result in impairment of the confinement boundary and will not lead to structural failure of the overpack. The effect on shielding will be localized to the external surfaces directly exposed to the fire which will result in a loss of the water in the water jacket for the HI-TRAC, and no significant change in the HI-STORM 100 overpack.	Subsection 11.2.4
		• Explosion effects are shown to be bounded by the Code external pressure design basis and there is no adverse effect on ready retrievability of the MPC.	Subsection 11.2.11 and Subsection 3.1.2.1.1.4; 3.4.7
vi.	Appropriate inspection, maintenance, and testing	Inspection, maintenance, and testing requirements set forth in this FSAR are in full compliance with the governing regulations and established industry practice.	Sections 9.1 and 9.2 Chapter 12
vii.	Adequate accessibility in emergencies.	The HI-STORM 100 overpack lid can be removed to gain access to the multi-purpose canister.	Chapter 8
		The HI-TRAC transfer cask has removable bottom and top lids.	Chapter 8

Table 3.7.1

NUREG –1536 COMPLIANCE MATRIX FOR 10CFR72.120 AND 10CFR72.122 REQUIREMENTS

Item		Compliance	Location of Supporting Information in This Document
viii.	A confinement barrier that acceptably protects the spent fuel cladding during storage.	The peak temperature of the fuel cladding at design basis heat duty of each MPC has been demonstrated to be maintained below the limits specified in ISG-11 [4.1.4]. The confinement barriers consist of highly ductile stainless steel alloys. The multi-purpose canister is housed in the overpack, built from a steel structure whose materials are selected and examined to maintain protection against brittle fracture under off-normal ambient (cold) temperatures (minimum of -40°F).	S~~ubs~~ection 4.4~~.2~~ Subsection 3.1.1 Subsection 3.1.2.3
ix.	The structures are compatible with the appropriate monitoring systems.	The HI-STORM 100 overpack is a thick, upright cylindrical structure with large ventilation openings near the top and bottom. These openings are designed to prevent radiation streaming while enabling complete access to temperature monitoring probes.	Section 1.5, Subsection 2.3.3.2
x.	Structural designs that are compatible with ready retrievability of fuel.	The fuel basket is designed to be an extremely stiff honeycomb structure such that the storage cavity dimensions will remain unchanged under all postulated normal and accident events. Therefore, the retrievablity of the spent nuclear fuel from the basket will not be jeopardized. The MPC canister lid is attached to the shell with a groove weld which is made using an automated welding device. A similar device is available to remove the weld. Thus, access to the fuel basket can be realized. The storage overpack and the transfer casks are designed to withstand accident loads without suffering permanent deformations of their structures that would prevent retrievability of the MPC by normal means. It is demonstrated by analysis that there is no physical interference between the MPC and the enveloping HI-STORM storage overpack or HI-TRAC transfer cask.	Subsection 3.1.1 Sections 8.1 and 8.3 Section 3.4

Table 3.7.2

COMPLIANCE OF HI-STORM 100 SYSTEM WITH 10CFR72.236(e), ET ALS.

Item		Compliance	Location of Supporting Information in This Document
i.	Redundant sealing of confinement systems.	Two physically independent lids, each separately welded to the MPC shell (Enclosure Vessel shell) provide a redundant confinement system.	Section 1.5, Drawings Section 7.1.
ii.	Adequate heat removal without active cooling systems.	Thermal analyses presented in Chapter 4 show that the HI-STORM 100 System will remove the decay heat generated from the stored spent fuel by strictly passive means and maintain the system temperature within prescribed limits.	Sections 4.4 and Sections 9.1 and 9.2
iii.	Storage of spent fuel for a minimum of 20 years.	The service life of the MPC, storage overpack, and HI-TRAC are engineered to be in excess of 20 years.	Subsections 3.4.11 and 3.4.12
iv.	Compatibility with wet or dry spent fuel loading and unloading facilities.	• The system is designed to eliminate any material significant interactions in the wet (spent fuel pool) environment. • The HI-TRAC transfer cask is engineered for full compatibility with the MPCs, and standard loading and unloading facilities. • The HI-TRAC System is engineered for MPC transfer on the ISFSI pad with full consideration of ALARA and handling equipment compatibility.	Subsection 3.4.1 Subsection 8.1.1 Subsection 8.1.1
v.	Ease of decontamination.	• The external surface of the multi-purpose canister is protected from contamination during fuel loading through a custom designed sealing device. • The HI-STORM storage overpack is not exposed to contamination • All exposed surfaces of the HI-TRAC transfer cask are coated to aid in decontamination	Figures 8.1.13 and 8.1.14 Chapter 8 Section 1.5, Drawings

Table 3.7.2

COMPLIANCE OF HI-STORM 100 SYSTEM WITH 10CFR72.236(e), ET ALS.

Item		Compliance	Location of Supporting Information in This Document
vi.	Inspection of defects that might reduce confinement effectiveness.	• The MPC enclosure vessel is designed and fabricated in accordance with ASME Code, Section III, Subsection NB, to the maximum extent practical. • Pressure testing and NDE of the closure welds verify containment effectiveness.	Section 9.1
vii.	Conspicuous and durable marking.	The stainless steel lid of each MPC will have model number and serial number engraved for ready identification. The exterior envelope of the cask (the storage overpack) is marked in a conspicuous manner as required by 10CFR 72.236(k).	N/A
viii.	Compatibility with removal of the stored fuel from the site, transportation, and ultimate disposal by the U.S. Department of Energy.	The MPC is designed to be in full compliance with the DOE's draft specification for transportability and disposal published under the now dormant "MPC" program.	Section 2.4 Subsection 1.2.1.1

APPENDIX 3.A: HI-STORM DECELERATION UNDER POSTULATED VERTICAL DROP EVENT AND TIPOVER

3.A.1 INTRODUCTION

Handling accidents with a HI-STORM overpack containing a loaded MPC are credible events (Section 2.2.3). The stress analyses carried out in Chapter 3 of this safety analysis report assume that the inertial loading on the load bearing members of the MPC, fuel basket, and the overpack due to a handling accident are limited by the Table 3.1.2 decelerations. The maximum deceleration experienced by a structural component is the product of the rigid body deceleration sustained by the structure and the dynamic load factor (DLF) applicable to that structural component. The ~~dynamic load factor (~~DLF~~)~~ is a function of the contact impulse and the structural characteristics of the component.~~ A solution for dynamic load factors is provided in Appendix 3.X.~~

The rigid body deceleration is a strong function of the load-deformation characteristics of the impact interface, weight of the cask, and the drop height or angle of free rotation. For the HI-STORM 100 System, the weight of the structure and its surface compliance characteristics are known. However, the contact stiffness of the ISFSI pad (and other surfaces over which the HI-STORM 100 may be carried during its movement to the ISFSI) is site-dependent. The contact resistance of the collision interface, which is composed of the HI-STORM 100 and the impacted surface compliance, therefore, is not known a priori for a specific site. Analyses for the rigid body decelerations are, therefore, presented here using a reference ISFSI pad (which is the pad used in a recent Lawrence Livermore National Laboratory report and is the same reference pad used in the HI-STAR 100 FSAR). The finite element model (grid size, extent of model, soil properties, etc.) follows the LLNL report.

An in-depth investigation by the Lawrence Livermore Laboratory (LLNL) into the mechanics of impact between a cask-like impactor on a reinforced concrete slab founded on a soil-like subgrade has identified three key parameters, namely, the thickness of the concrete slab, t_p, compressive strength of the concrete f_c' and equivalent Young's Modulus of the subgrade E. These three parameters are key variables in establishing the stiffness of the pad under impact scenarios. The LLNL reference pad parameters, which we hereafter denote as Set A, provide one set of values of t_p, f_c' , and E that are found to satisfy the deceleration criteria applicable to the HI-STORM 100 cask. Another set of parameters, referred to as Set B herein, is also shown to satisfy the g-load limit requirements. In fact, an infinite number of combinations of t_p, f_c' , and E can be compiled that would meet the g-load limit qualification. However, in addition to satisfying the g-limit criterion, the pad must be demonstrated to possess sufficient flexural and shear stiffness to meet the ACI 318-*95* strength limits under factored load combinations. The minimum strength requirement to comply with ACI 318-*95* provisions places a restriction on the lower bound values of t_p, f_c' , and E that must be met in an ISFSI pad design.

Our focus in this appendix, however, is to quantify the peak decelerations that would be experienced by a loaded HI-STORM 100 cask under the postulated impact scenarios for the two pad designs defined by parameter Sets A and B, respectively. The information presented in this appendix also serves to further authenticate the veracity of the Holtec DYNA3D model described in the 1997 benchmark report [3.A.4.]

3.A.2 Purpose

The purpose of this appendix is to demonstrate that the rigid body deceleration experienced by the HI-STORM 100 System during a handling accident or non-mechanistic tip-over are below the design basis deceleration of 45g's (Table 3.1.2). Two accidental drop scenarios of a loaded HI-STORM 100 cask on the ISFSI pad are considered in this appendix. They are:

i. Tipover: A loaded HI-STORM 100 is assumed to undergo a non-mechanistic tipover event and impacting the ISFSI pad with an incipient impact angular velocity, which is readily calculated from elementary dynamics.

ii. End drop: The loaded HI-STORM 100 is assumed to drop from a specified height h, with its longitudinal axis in the vertical orientation, such that its bottom plate impacts the ISFSI pad.

~~It is shown in Appendix 3.X that~~ *The* dynamic load factors are a function of the ~~predominate~~*predominant* natural frequency of vibration of the component for a given input load pulse shape. Dynamic load factors are applied, as necessary, to the results of specific component analyses performed using the loading from the design basis rigid body decelerations. Therefore, for the purposes of this ~~A~~*a*ppendix ~~3.A~~, it is desired to demonstrate that the rigid body deceleration experienced in each of the drop scenarios is below the HI-STORM 100 45g design basis.

3.A.3 Background and Methodology

In 1997 Lawrence Livermore National Laboratory (LLNL) published the experimentally obtained results of the so-called fourth series billet tests [3.A.1] together with a companion report [3.A.2] documenting a numerical solution that simulated the drop test results with reasonable accuracy. Subsequently, USNRC personnel published a paper [3.A.3] affirming the NRC's endorsement of the LLNL methodology. The LLNL simulation used modeling and simulation algorithms contained within the commercial computer code DYNA3D [3.A.6].

The LLNL cask drop model is not completely set forth in the above-mentioned LLNL reports. Using the essential information provided by the LLNL [3.A.2] report, however, Holtec is able to develop a finite element model for implementation on LS-DYNA3D [3.A.5] which is fully consistent with LLNL's (including the use of the Butterworth filter for discerning rigid body deceleration from "noisy" impact data). The details of the LS-DYNA3D dynamic model, henceforth referred to as the Holtec model, are contained in the proprietary benchmark report [3.A.4] wherein it is shown that the peak deceleration in <u>every</u> case of billet drop analyzed by LLNL is replicated within a small tolerance by the Holtec model. The case of the so-called "generic" cask, for which LLNL provided predicted response under side drop and tipover events, is also bounded by the Holtec model. In

summary, the benchmarking effort documented in [3.A.4] is in full compliance with the guidance of the Commission [3.A.3].

Having developed and benchmarked an LLNL-consistent cask impact model, a very similar model is developed and used to prognosticate the HI-STORM drop scenarios. The reference elasto-plastic-damage characteristics of the target concrete continuum used by LLNL, and used in the HI-STAR 100 FSAR are replicated herein. The HI-STORM 100 target model is identical in all aspects to the reference pad approved for the HI-STAR 100 FSAR.

In the tipover scenario the cask surface structure must be sufficiently pliable to cushion the impact and limit the rigid body deceleration. The angular velocity at the contact time is readily calculated using planar rigid body dynamics and is used as an initial condition in the LS-DYNA3D simulation.

The end drop event produces a circular impact patch equal to the diameter of the overpack baseplate. The elasto-plastic-damage characteristics of the concrete target and the drop height determine the maximum deceleration. A maximum allowable height "h" is determined to limit the deceleration to a value below the design basis.

A description of the work effort and a summary of the results are presented in the following sections. In all cases, the reported decelerations are below the design basis of 45g's at the top of the MPC fuel basket.

3.A.4 Assumptions and Input Data

3.A.4.1 Assumptions

The assumptions used to create the model are completely described in Reference [3.A.4] and are shown there to be consistent with the LLNL simulation. There are key aspects, however, that are restated here:

The maximum deceleration experienced by the cask during a collision event is a direct function of the structural rigidity (or conversely, compliance) of the impact surface. The compliance of the ISFSI pad is quite obviously dependent on the thickness of the pad, t_p, the compressive strength of the concrete, f_c' and stiffness of the sub-grade (expressed by its effective Young's modulus, E). The structural rigidity of the ISFSI pad will increase if any of the three above-mentioned parameters (t_p, f_c' or E) is increased. For the reference pad, the governing parameters (i.e., t_p, f_c' and E) are assumed to be identical to the pad defined by LLNL [3.A.2], which is also the same as the pad utilized in the benchmark report [3.A.4]. We refer to the LLNL ISFSI pad parameters as Set A. (Table 3.A.1).

As can be seen from Table 3.A.1, the nominal compressive strength f_c' in Set A is limited to 4200 psi. However, experience has shown that ISFSI owners have considerable practical difficulty in limiting the 28 day strength of poured concrete to 4200 psi, chiefly because a principal element of progress in reinforced concrete materials technology has been in realizing ever increasing concrete nominal strength. Inasmuch as a key objective of the ISFSI pad is to limit its structural rigidity (and

not f_c' per se), and limiting f_c' to 4200 psi may be problematic in certain cases, an alternative set of reference pad parameters is defined (Set B in Table 3.A.1), which permits a higher value of f_c' but much smaller values of pad thickness, t_p and sub-grade Young's modulus, E.

The ISFSI owner has the option of constructing the pad to comply with the limits of Set A or Set B without performing site-specific cask impact analyses. It is recognized that, for a specific ISFSI site, the reinforced concrete, as well as the underlying engineered fill properties, may be different at different locations on the pad or may be uniform, but non-compliant with either Set A or Set B. In that case, the site-specific conditions must be performed to demonstrate compliance with the design limits of the HI-STORM system (e.g., maximum rigid body g-load less than 45 g's). The essential data which define the pad (Set A and Set B) used to qualify the HI-STORM 100 are provided in Table 3.A.1.

The HI-STORM 100 steel structural elements (outer shell, inner shell, radial plates, lid, etc.), are fabricated from SA-516 Grade 70. The steel is described as a bi-linear elastic-plastic material with limited strain failure by five material parameters (E, S_y, S_u, $\in_u$, and ν). The numerical values used in the finite element model are shown in Table 3.A.2. The concrete located inside of the overpack for this dynamic analysis is defined to be identical with the concrete pad. This is conservative since the concrete assumed in the reference pad is reinforced. Therefore, the strength of the concrete inside the HI-STORM 100 absorbs less energy if it is also assumed to be reinforced.

3.A.4.2 Input Data

Table 3.A.1 characterizes the properties of the full-scale reference target pad used in the analysis of the full size HI-STORM 100 System. The principal strength parameters that define the stiffness of the pad, namely, t_p, E and f_c´ are input in the manner described in [3.A.2] and [3.A.4].

Table 3.A.2 contains the material description parameters for the steel types; SA-516-70 used in the numerical investigation.

Table 3.A.3 details the geometry of the HI-STORM 100 used in the drop simulations. This data is taken from applicable HI-STORM 100 drawings.

3.A.5 Finite Element Model

The finite-element model of the Holtec HI-STORM 100 overpack (baseplate, shells, radial plates, lid, concrete, etc.), concrete pad and a portion of the subgrade soil is constructed using the pre-processor integrated with the LS-DYNA3D software [3.A.5]**.** The deformation field for all postulated drop events (the end-drop and the tipover) exhibits symmetry with the vertical plane passing through the cask diameter and the concrete pad length. Using this symmetry condition of the deformation field only a half finite-element model is constructed. The finite-element model is organized into nineteen independent parts (the baseplate components, the outer shell, the inner shell, the radial plates, the channels, the lid components, the basket steel plates, the basket fuel zone, the concrete pad and the soil). The final model contains 30351 nodes, 24288 solid type finite-elements, 1531 shell type finite-elements, seven (7) materials, ten (10) properties and twenty-four (24)

interfaces. The finite-element model used for the tipover-drop event is depicted in Figures 3.A.1 through 3.A.4. Figures 3.A.5 through 3.A.8 show the end-drop finite-element model.

The soil grid, shown in Figure 3.A.9, is a rectangular prism (800 inches long, 375 inches wide and 470 inches deep), is constructed from 13294 solid type finite-elements. The material defining this part is an elastic isotropic material. The central portion of the soil (400 inches long, 150 inches wide and 170 inches deep) where the stress concentration is expected to appear is discretized with a finer mesh.

The concrete pad is 320 inches long, 100 inches wide and is 36 inches thick. This part contains 8208 solid finite-elements. A uniform sized finite-element mesh, shown in Figure 3.A.10, is used to model the concrete pad. The concrete behavior is described using a special constitutive law and yielding surface (MAT_PSEUDO_TENSOR) contained within LS-DYNA3D. The geometry, the material properties, and the material behavior are identical to the LLNL reference pad (Material 16 IIB).

The half portion of the steel cylindrical overpack contains 1531 shell finite-elements. The steel material description (SA-516-70) is realized using a bi-linear elasto-plastic constitutive model (MAT_PIECEWISE_LINEAR_PLASTICITY). Figure 3.A.11 depicts details of the steel components of the cask finite-element mesh, with the exception of the inner shell, channels and lid components, which are shown in Figures 3.A.12 and 3.A.13. The concrete filled between the inner and the outer shells, and contained in the baseplate and lid components is modeled using 1664 solid finite-elements and is depicted in Figure 3.A.14. The concrete material is defined identical to the pad concrete.

The MPC and the contained fuel are modeled in two parts that represent the lid and baseplate, and the fuel area. An elastic material is used for both parts. The finite-element mesh pertinent to the MPC contains 1122 solid finite-elements and is shown in Figure 3.A.15. The mass density is appropriate to match a representative weight of 356,521 lb. that is approximately mid-way between the upper and lower weight estimates for a loaded HI-STORM 100.

The total weight used in the analysis is approximately 2,000 lb. lighter than the HI-STORM 100 containing the lightest weight MPC.

Analysis of a single mass impacting a spring with a given initial velocity shows that both the maximum deceleration "a_M" of the mass and the time duration of contact with the spring "t_c" are related to the dropped weight "w" and drop height "h" as follows:

$$a_M \sim \frac{\sqrt{h}}{\sqrt{w}} ; t_c \sim \sqrt{w}$$

Therefore, the most conservatism is introduced into the results by using the minimum weight. It is emphasized that the finite element model described in the foregoing is identical in its approach to the "Holtec model" described in the benchmark report [3.A.4]. Gaps between the MPC and the overpack are included in the model.

3.A.6 Impact Velocity

a. Linear Velocity: Vertical Drops

For the vertical drop event, the impact velocity, v, is readily calculated from the Newtonian formula:

$$v = \sqrt{(2gh)}$$

where

g = acceleration due to gravity

h = free-fall height

b. Angular Velocity: Tip-Over

The tipover event is an artificial construct wherein the HI-STORM 100 overpack is assumed to be perched on its edge with its C.G. directly over the pivot point A (Figure 3.A.16). In this orientation, the overpack begins its downward rotation with zero initial velocity. Towards the end of the tip-over, the overpack is horizontal with its downward velocity ranging from zero at the pivot point (point A) to a maximum at the farthest point of impact (point E in Figure 3.A.17). The angular velocity at the instant of impact defines the downward velocity distribution along the contact line.

In the following, an explicit expression for calculating the angular velocity of the cask at the instant when it impacts on the ISFSI pad is derived. Referring to Figure 3.A.16, let r be the length AC where C is the cask centroid. Therefore,

$$r = \left(\frac{d^2}{4} + h^2 \right)^{1/2}$$

The mass moment of inertia of the HI-STORM 100 System, considered as a rigid body, can be written about an axis through point A, as

$$I_A = I_c + \frac{W}{g} r^2$$

where I_c is the mass moment of inertia about a parallel axis through the cask centroid C and W is the weight of the cask (W = Mg).

Let $\theta_1(t)$ be the rotation angle between a vertical line and the line AC. The equation of motion for rotation of the cask around point A, during the time interval prior to contact with the ISFSI pad, is

$$I_A \frac{d^2 \theta_1}{dt^2} = Mgr \sin \theta_1$$

This equation can be rewritten in the form

$$\frac{I_A}{2} \frac{d\,(\dot{\theta}_1)^2}{d\,\theta_1} = Mgr \sin \theta_1$$

which can be integrated over the limits $\theta_1 = 0$ to $\theta_1 = \theta_{2f}$ (See Figure 3.A.17).

The final angular velocity θ_1 at the time instant just prior to contact with the ISFSI pad is given by the expression

$$\dot{\theta}_1 (t_B) = \sqrt{\frac{2\,Mgr}{I_A} (1 - \cos \theta_{2f})}$$

where, from Figure 3.A.17

$$\theta_{2f} = \cos^{-1}\left(\frac{d}{2\,r_1} \right)$$

This equation establishes the initial conditions for the final phase of the tip-over analysis; namely, the portion of the motion when the cask is decelerated by the resistive force at the ISFSI pad interface.

Using the data germane to HI-STORM 100 (Table 3.A.3), and the above equations, the angular velocity of impact is calculated as 1.49 rad/sec.

3.A.7 Results

3.A.7.1 Set A Pad Parameters

It has been previously demonstrated in the benchmark report [3.A.4] that bounding rigid body decelerations are achieved if the cask is assumed to be rigid with only the target (ISFSI pad) considered as an energy absorbing media. Therefore, for the determination of the bounding decelerations reported in this appendix, the HI-STORM storage overpack was conservatively made rigid except for the radial channels that position the MPC inside of the overpack. The MPC material behavior was characterized in the identical manner used in the Livermore Laboratory analysis as was the target ISFSI pad and underlying soil. The LS-DYNA3D time-history results are processed using the Butterworth filter (in conformance with the LLNL methodology) to establish the rigid body motion time-history of the cask. The material points on the cask where the acceleration displacement and velocity are computed for each of the drop scenarios are shown in Figure 3.A.18.

Node 82533 (Channel A1), which is located at the center of the outer surface of the baseplate, serves as the reference point for end-drop scenarios.

Node 84392 (Channel A2), which is located at the center of the cask top lid outer surface, serves as the reference point for the tipover scenario with the pivot point indicated as Point 0 in Figure 3.A.18.

The final results are shown in Table 3.A.4.

i. Tipover:

The time-histories of the impact force, the displacement and velocity time-histories of Channel A2, and the average vertical deceleration of the overpack lid top plate have been determined for this event [3.A.7].

The deceleration at the top of the fuel basket is obtained by ratioing the average deceleration of the overpack lid top plate. The maximum filtered deceleration at the top of the fuel basket is 42.85g's, which is below the design basis limit.

ii. End Drop:

The drop height h = 11" is considered in the numerical analysis. This is considered as an acceptable maximum carry height for the HI-STORM 100 System if lifted above a surface with design values of t_p, f_c’ , and E equal to those presented in Table 3.A.1 for Parameter Set “A”. The maximum filtered deceleration at the top of the fuel basket is 43.98g's, which is below the design basis limit.

The computer code utilized in this analysis is LS-DYNA3D [3.A.5] validated under Holtec's QA system. Table 3.A.4 summarizes the key results from all impact simulations for the Set A parameters discussed in the foregoing.

The filter frequencies (to remove unwanted high-frequency contributions) for the Holtec cask analyses analyzed in this TSAR is the same as used for the corresponding problem analyzed in [3.A.2] and [3.A.4]. To verify the Butterworth filter parameters (350 Hz cutoff frequency, etc.) used in processing the numerical data, a Fourier power decomposition was generated.

3.A.7.2 Set B Parameters

As stated previously, Set B parameters produce a much more compliant pad than the LLNL reference pad (Set A). This fact is borne out by the tipover and end *drop* analyses performed on the pad defined by the Set B parameters. Table 3.A.4 provides the filtered results for the two impact scenarios. In every case, the peak decelerations corresponding to Set B parameters are less than those for Set A (also provided in Table 3.A.4).

Impact force and acceleration time history curves for Set B have the same general shape as those for Set A and are contained in the calculation package [3.A.7]. All significant results are summarized in Table 3.A.4.

3.A.8 Computer Codes and Archival Information

The input and output files created to perform the analyses reported in this appendix are archived in Holtec International calculation package [3.A.7].

3.A. 9 Conclusion

The DYNA3D analysis of HI-STORM 100 reported in this appendix leads to the following conclusion:

a. If a loaded HI-STORM undergoes a free fall for a height of 11 inches in a vertical orientation on to a reference pad defined by Table 3.A.1, the maximum rigid body deceleration is less than 45g's for both Set A and Set B pad parameters.

b. If a loaded HI-STORM 100 overpack pivots about its bottom edge and tips over on to a reference pad defined by Table 3.A.1, then the maximum rigid body deceleration of the cask centerline at the plane of the top of the MPC fuel basket cellular region is less than 45g's for both Set A and Set B parameters.

Table 3.A.4 provides key results for all drop cases studied herein for both pad parameter sets (A and B). If the pad designer maintains each of the three significant parameters (t_p, f_c', and E) below the limit for the specific set selected (Set A or Set B), then the stiffness of the pad at any ISFSI site will be lower and the computed decelerations at the ISFSI site will also be lower. Furthermore, it is recognized that a refinement of the cask dynamic model will accrue further reduction in the computed peak deceleration. For example, incorporation of the structural flexibility in the MPC enclosure vessel, fuel basket, etc., would lead to additional reductions in the computed values of the peak deceleration. These refinements, however, add to the computational complexity. Because g-limits are met without the above-mentioned and other refinements in the cask dynamic model, the simplified dynamic model described in this appendix was retained to reduce the overall computational effort.

3.A.10 References

[3.A.1] Witte, M., et al., "Evaluation of Low-Velocity Impacts Tests of Solid Steel Billet onto Concrete Pads.", Lawrence Livermore National Laboratory, UCRL-ID-126274, Livermore, California, March 1997.

[3.A.2] Witte, M., et al., "Evaluation of Low-Velocity Impacts Tests of Solid Steel Billet onto Concrete Pads, and Application to Generic ISFSI Storage Cask for Tipover and Side Drop.", Lawrence Livermore National Laboratory, UCRL-ID-126295, Livermore, California, March 1997.

[3.A.3] Tang, D.T., Raddatz, M.G., and Sturz, F.C., "NRC Staff Technical Approach for Spent Fuel Cask Drop and Tipover Accident Analysis", SFPO, USNRC (1997).

[3.A.4] Simulescu, I., "Benchmarking of the Holtec LS-DYNA3D Model for Cask Drop Events", Holtec Report HI-971779, September 1997.

[3.A.5] LS-DYNA3D, Version 936-03, Livermore Software Technology Corporation, September 1996.

[3.A.6] Whirley, R.G., "DYNA3D, A Nonlinear, Explicit, Three-Dimensional Finite element Code for Solid and Structural Mechanics - User Manual.", Lawrence Livermore National Laboratory, UCRL-MA-107254, Revision 1, 1993.

[3.A.7] Zhai, J. “Analysis of the Loaded HI-STORM 100 System Under Drop and Tip-Over Scenarios”, Holtec Report HI-2002474, July 2000.

Table 3.A.1: Essential Variables to Characterize the ISFSI Pad (Set A and Set B)

Item	Parameter Set A	Parameter Set B
Thickness of concrete, (inches)	36	28
Nominal compressive strength of concrete at 28 days, (psi)	4,200	6,000
Max. modulus of elasticity of the subgrade (psi)	28,000	16,000

Notes: 1. The concrete Young's Modulus is derived from the American Concrete Institute recommended formula $57{,}000\sqrt{f}$ where f is the nominal compressive strength of the concrete (psi).

2. The effective modulus of elasticity of the subgrade will be measured by the classical "plate test" or other appropriate means before pouring of the concrete to construct the ISFSI pad.

3. The pad thickness, concrete compressive strength, and the subgrade soil effective modulus are the upper bound values to ensure that the deceleration limits under the postulated events set forth in Table 3.1.2 are satisfied.

Table 3.A.2: Essential Steel Material Properties for HI-STORM 100 Overpack

Steel Type	Parameter	Value
SA-516-70 at T = 350 deg. F	E	2.800E + 07
	S_y	3.315E+04 psi
	S_u	7.000E+04 psi
	$\in_u$	0.21
	ν	0.30

Note that the properties of the steel components, except for the radial channels used to position the MPC, do not affect the results reported herein since the HI-STORM 100 is eventually assumed to behave as a rigid body (by internal constraint equations automatically computed by DYNA3D upon issue of a “make rigid” command). In Section 3.4, however, stress and strain results for an additional tip-over analysis, performed using the actual material behavior ascribed to the storage overpack, are presented for the sole purpose of demonstrating ready retrievability of the MPC after the tip-over. As an option, the radial channels may be fabricated from SA240-304 material. The difference in material properties, however, has a negligible effect on the end results.

Table 3.A.3: Key Input Data in Drop Analyses

Overpack weight	267,664 lb
Radial Concrete weight	163,673 lb
Length of the cask	231.25 inches
Diameter of the bottom plate	132.50 inches
Inside diameter of the cask shell	72.50 inches
Outside diameter of the cask shells	132.50 inches
MPC weight (including fuel)	88,857 lb
MPC height	190.5 inches
MPC diameter	68.375 inches
MPC bottom plate thickness	2.5 inches
MPC top plate thickness	9.5 inches

Table 3.A.4: Filtered Results for Drop and Tip-Over Scenarios for HI-STORM 100[†]

Drop Event	Max. Displacement (inch)		Impact Velocity (in/sec)	Max. Deceleration[††] at the Top of the (g's) Basket		Duration of Deceleration Pulse (msec)	
	Set A	Set B		Set A	Set B	Set A	Set B
End Drop for 11 inches	0.65	0.81	92.2	43.98	41.53	3.3	3.0
Non-Mechanistic Tip-over	4.25	5.61	304.03	42.85	39.91	2.3	2.0

[†] The passband frequency of the Butterworth filter is 350 Hz.

[††] The distance of the top of the fuel basket is 206" from the pivot point. The distance of the top of the cask is 231.25" from the pivot point. Therefore, all displacements, velocities, and accelerations at the top of the fuel basket are 89.08% of those at the cask top (206"/231.25").

CHAPTER 4[1] THERMAL EVALUATION

4.0 OVERVIEW

The HI-STORM System is designed for long-term storage of spent nuclear fuel (SNF) in a vertical orientation. An array of HI-STORM Systems laid out in a rectilinear pattern will be stored on a concrete ISFSI pad in an open environment. In this section, compliance of the HI-STORM thermal performance to 10CFR72 requirements for outdoor storage at an ISFSI is established. The analysis considers passive rejection of decay heat from the stored SNF assemblies to the environment under normal, off-normal, and accident conditions of storage. Effects of incident solar radiation (insolation) and partial radiation blockage due to the presence of neighboring casks at an ISFSI site are included in the analyses. Finally, the thermal margins of safety for long-term storage of both moderate burnup (up to 45,000 MWD/MTU) and high burnup spent nuclear fuel (greater than 45,000 MWD/MTU) in the HI-STORM 100 system are quantified. Safe thermal performance during on-site loading, unloading and transfer operations utilizing the HI-TRAC transfer cask is also demonstrated.

The HI-STORM thermal evaluation follows the guidelines of NUREG-1536 [4.4.1] and ISG-11 [4.1.4] to demonstrate thermal compliance of the HI-STORM system. . These guidelines provide specific limits on the permissible maximum cladding temperature in the stored commercial spent fuel (CSF)[2] and other confinement boundary components, and on the maximum permissible pressure in the confinement space under certain operating scenarios. Specifically, the requirements are:

1. The fuel cladding temperature for long-term storage shall be limited to 752°F (400°C).

2. The fuel cladding temperature for short-term operations shall be limited to 752°F (400°C) for high burnup fuel and 1058°F (570°C) for moderate burnup fuel.

3. The fuel cladding temperature should be maintained below 1058°F (570°C) for accident and off-normal event conditions.

4. The maximum internal pressure of the MPC should remain within its design pressures for normal, off-normal, and accident conditions.

1 This chapter has been prepared in the format and section organization set forth in Regulatory Guide 3.61. However, the material content of this chapter also fulfills the requirements of NUREG-1536. Pagination and numbering of sections, figures, and tables are consistent with the convention set down in Chapter 1, Section 1.0, herein. Finally, all terms-of-art used in this chapter are consistent with the terminology of the glossary (Table 1.0.1) . This chapter has been substantially re-written in support of LAR #3 to improve clarity and to incorporate the 3-D thermal model. Because of extensive editing a clean chapter is issued with this amendment.

2 Defined as nuclear fuel that is used to produce energy in a commercial nuclear reactor (See Table 1.0.1).

4. The cask materials should be maintained within their minimum and maximum temperature criteria for normal, off-normal, and accident conditions.

5. For fuel assemblies proposed for storage, the cask system should ensure a very low probability of cladding breach during long-term storage.

6. The HI-STORM System should be passively cooled.

7. The thermal performance of the cask shall be in compliance with the design criteria specified in FSAR Chapters 1 and 2 for normal, off-normal, and accident conditions.

As demonstrated in this chapter, the HI-STORM System is designed to comply with all of the criteria listed above. Sections 4.1 through 4.3 describe thermal analyses and input data that are common to all conditions. All thermal analyses to evaluate normal conditions of storage in a HI-STORM storage module are described in Section 4.4. All thermal analyses to evaluate normal handling and on-site transfer in a HI-TRAC transfer cask are described in Section 4.5. All thermal analyses to evaluate off-normal and accident conditions are described in Section 4.6. This FSAR chapter is in full compliance with ISG-11 and with NUREG-1536 guidelines, subject to the exceptions and clarifications discussed in Chapter 1, Table 1.0.3.

The HI-STORM thermal evaluations for CSF are grouped in two categories of fuel assemblies. The two groups are classified as Low Heat Emitting (LHE) fuel assemblies and Design Basis (DB) fuel assemblies. The LHE group of fuel assemblies are characterized by low burnup, long cooling time, and short active fuel lengths. Consequently, their heat loads are dwarfed by the DB group of fuel assemblies. All Dresden-1 (6x6 and 8x8 and a thoria rod canister constituted as part of an 8x8 fuel assembly), Quad+, Humboldt Bay (7x7 and 6x6), Indian Point, Haddam Neck and all stainless-steel clad fuel assemblies are classified as LHE fuel. The low heat emitting characteristics of these fuel assemblies render them non-governing for thermal evaluation. The HI-STORM System temperatures for MPCs loaded with LHE fuel are bounded by design basis evaluations reported in this chapter.

The HI-STORM System is evaluated for two fuel storage scenarios. In one scenario, designated as uniform loading, every basket cell is assumed to be occupied with fuel producing heat at the maximum rate. As discussed in Chapter 2, this storage specification is extremely conservative, and virtually impossible to realize in actual practice. A less unrealistic, yet conservative idealization of storage scenario, designated as regionalized loading, involves defining two discrete regions within the basket. The two regions are designated as Region 1 (inner region) and Region 2 (outer region). Regionalized storage is designed to recognize storage of fuel assemblies having wide disparity in heat emission rates. For further discussion of regionalized storage, Section 2.1 of Chapter 2 should be consulted.

The HI-STORM System is designed for one reference storage condition defined in Table 4.0.1. This condition establishes the required helium backfill pressures computed later in this chapter (See Subsection 4.4.5.1). Having defined the helium backfill pressures an array of analyses are performed to evaluate the range of storage configurations specified in Chapter 2 and results reported in Section 4.4.

Table 4.0.1

REFERENCE HI-STORM OPERATING CONDITIONS

Condition	Value
MPC Decay Heat	Table 2.1.26
MPC Operating Pressure	7 atm (absolute)
Normal Ambient Temperature	Table 2.2.2

4.1 DISCUSSION

The HI-STORM FSAR seeks to establish complete compliance with the provisions of ISG-11 [4.1.4]. For this purpose the HI-STORM normal storage fuel cladding temperatures are required to meet the 752^{o}F (400^{o}C) temperature limit for all CSF (See Section 4.3). Additionally, when the MPCs are deployed for storing High Burnup Fuel (HBF) further restrictions during fuel loading activities are set forth to preclude fuel temperatures from exceeding the normal temperature limits. To ensure explicit compliance, a specific term "short term operations" is defined in Chapter 2 to cover all fuel loading activities. ISG-11 fuel cladding temperature limits are applied for short-term operations (see Table 4.3.1).

Potential thermally challenging states for the spent fuel arise if the fuel drying process utilizes the pressure reduction process (i.e., vacuum drying) or when the loaded MPC is inside the HI-TRAC transfer cask. In the latter state, the rate of heat rejection from the MPC is somewhat less compared to the normal storage condition when the MPC is inside the ventilated overpack. Heat dissipation within the MPC is, however, similar to HI-STORM storage as the principal HI-TRAC transfer cask operations with pressurized helium (FHD drying, on-site transport and HI-STORM overpack transfer) are performed in the vertical orientation which preserves MPC thermosiphon action. In the aggregate, the fuel cladding temperatures in the HI-TRAC are modestly higher than the HI-STORM storage temperatures. The short-term evolutions that may be thermally limiting and warrant analysis are:

i. Vacuum Drying
ii. Loaded MPC in HI-TRAC in the Vertical Orientation

The threshold MPC heat generation rate at which the HI-STORM peak cladding temperature reaches a steady state equilibrium value approaching the normal storage peak clad temperature limit is computed in this chapter. Likewise, the MPC heat generation rates that produce the steady state equilibrium temperature approaching the normal storage peak clad temperature limit for the MPC in HI-TRAC are computed in this chapter. These computed heat generation rates directly bear upon the compliance of the system with ISG-11 [4.1.4] and are, accordingly, adopted in the system Technical Specifications for high burnup fuel (HBF).

The aboveground HI-STORM system consists of a sealed MPC situated inside a vertically-oriented, ventilated storage overpack. Air inlet and outlet ducts that allow for air cooling of the stored MPC are located at the bottom and top, respectively, of the cylindrical overpack. The SNF assemblies reside inside the MPC, which is sealed with a welded lid to form the confinement boundary. The MPC contains a stainless-steel honeycomb fuel basket structure with square-shaped compartments of appropriate dimensions to allow insertion of the fuel assemblies prior to welding of the MPC lid and closure ring. Each fuel basket panel, with the exception of exterior panels on the MPC-68 and MPC-32, is equipped with a thermal neutron absorber panel sandwiched between an Alloy X steel sheathing plate and the fuel basket panel, along the entire length of the active fuel region. The MPC is backfilled with helium up to the design-basis initial fill level (Table 1.2.2). This provides a stable,

inert environment for long-term storage of the SNF. Heat is rejected from the SNF in the HI-STORM System to the environment by passive heat transport mechanisms only.

The helium backfill gas plays an important role in the MPC's thermal performance. The helium fills all the spaces between solid components and provides an improved conduction medium (compared to air) for dissipating decay heat in the MPC. Within the MPC the pressurized helium environment sustains a closed loop thermosiphon action, removing SNF heat by an upward flow of helium through the storage cells. This MPC internal convection heat dissipation mechanism is illustrated in Figure 4.1.1. On the outside of the MPC a ducted overpack construction with a vertical annulus facilitates an upward flow of air by buoyancy forces. The annulus ventilation flow cools the hot MPC surfaces and safely transports heat to the outside environment. The annulus ventilation cooling mechanism is illustrated in Figure 4.1.2. To ensure that the helium gas is retained and is not diluted by lower conductivity air, the MPC confinement boundary is designed and fabricated to comply with the provisions of the ASME B&PV Code Section III, Subsection NB (to the maximum extent practical), as an all-seal-welded pressure vessel with redundant closures. It is demonstrated in Section 11.1.3 that the failure of one field-welded pressure boundary seal will not result in a breach of the pressure boundary. The helium gas is therefore assumed to be retained in an undiluted state, and may be credited in the thermal analyses.

An important thermal design criterion imposed on the HI-STORM System is to limit the maximum fuel cladding temperature to within design basis limits (Table 4.3.1) for long-term storage of design basis SNF assemblies. An equally important requirement is to minimize temperature gradients in the MPC so as to minimize thermal stresses. In order to meet these design objectives, the MPC baskets are designed to possess certain distinctive characteristics, which are summarized in the following.

The MPC design minimizes resistance to heat transfer within the basket and basket periphery regions. This is ensured by an uninterrupted panel-to-panel connectivity realized in the all-welded honeycomb basket structure. The MPC design incorporates top and bottom plenums with interconnected downcomer paths. The top plenum is formed by the gap between the bottom of the MPC lid and the top of the honeycomb fuel basket, and by elongated semicircular holes in each basket cell wall. The bottom plenum is formed by large elongated semicircular holes at the base of all cell walls. The MPC basket is designed to eliminate structural discontinuities (i.e., gaps) which introduce added thermal resistances to heat flow. Consequently, temperature gradients are minimized in the design, which results in lower thermal stresses within the basket. Low thermal stresses are also ensured by an MPC design that permits unrestrained axial and radial growth of the basket. The possibility of stresses due to restraint on basket periphery thermal growth is eliminated by providing adequate basket-to-canister shell gaps to allow for basket thermal growth during all operational modes.

The MPCs design maximum decay heat loads for storage of zircaloy clad fuel are listed in Table 4.0.1. Storage of stainless steel clad fuel is permitted for a low decay heat limit set forth in Chapter 2 (Tables 2.1.17 through 2.1.24). Storage of zircaloy clad fuel with stainless steel clad fuel in an MPC is permitted. In this scenario, the zircaloy clad fuel must meet the lower decay heat limits for

stainless steel clad fuel. The axial heat distribution in each fuel assembly is assumed to follow the burnup profiles set forth in Table 2.1.11.

The HI-STORM thermal analysis is performed on the FLUENT [4.1.2] Computational Fluid Dynamics (CFD) program. To ensure a high degree of confidence in the HI-STORM thermal evaluations, the modeling of principal heat dissipation mechanisms – MPC internal convection and annulus ventilation cooling (See Figures 4.1.1 and 4.1.2) – are benchmarked using data from tests conducted with casks loaded with irradiated SNF. The benchmark work is archived in QA validated Holtec reports identified in Table 4.1.1. Additionally, in Section 4.4, a benchmarking study of the porous media model used to represent the hydraulic resistances of a fuel storage cell, is provided.

Table 4.1.1

Benchmarking of HI-STORM Thermal Models

Benchmark Model	**Tested Cask**	**Test Reference**	**Holtec Benchmark Report**
MPC Internal Convection	TN-24P	EPRI [4.1.3]	HI-992252 [4.1.5]
Overpack Ventilation Cooling	VSC-17	EPRI [4.1.7]	HI-2043258 [4.1.6]

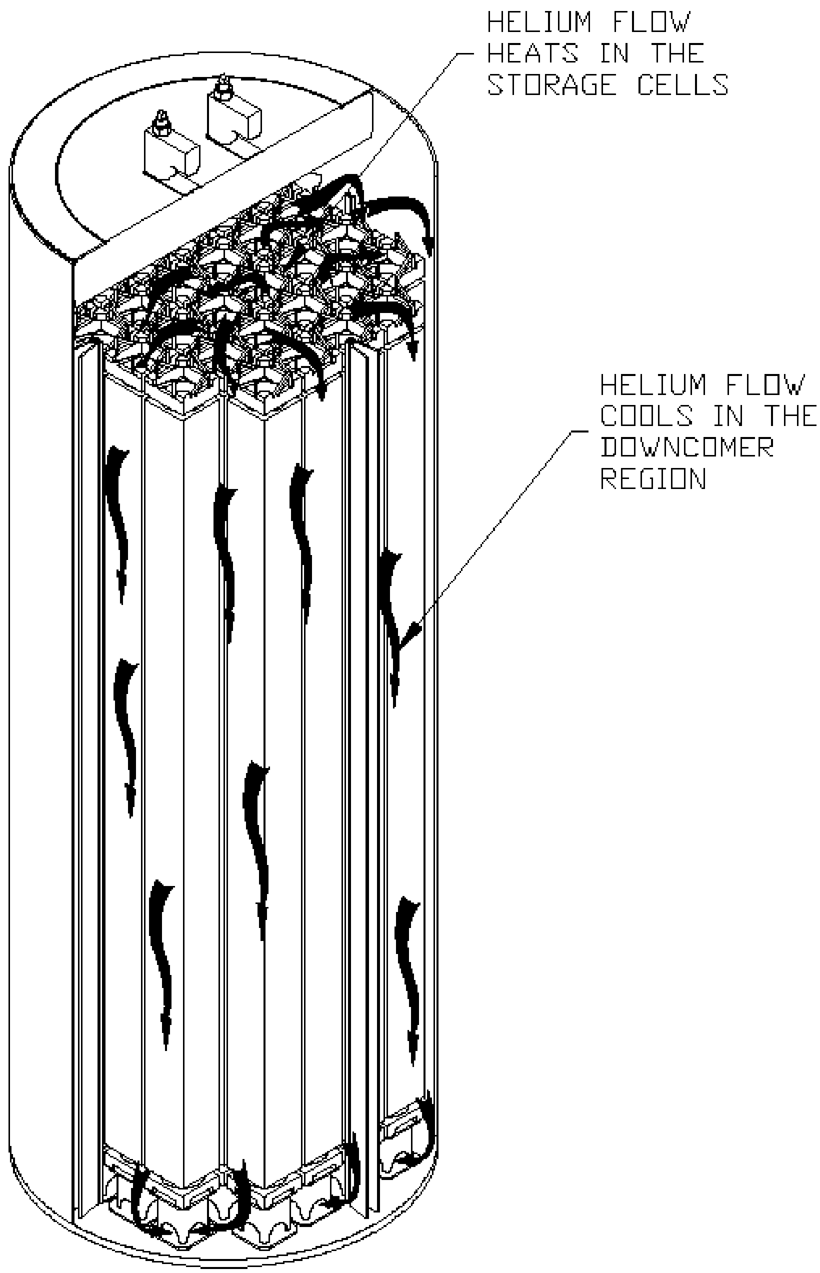


FIGURE 4.1.1: MPC INTERNAL HELIUM CIRCULATION

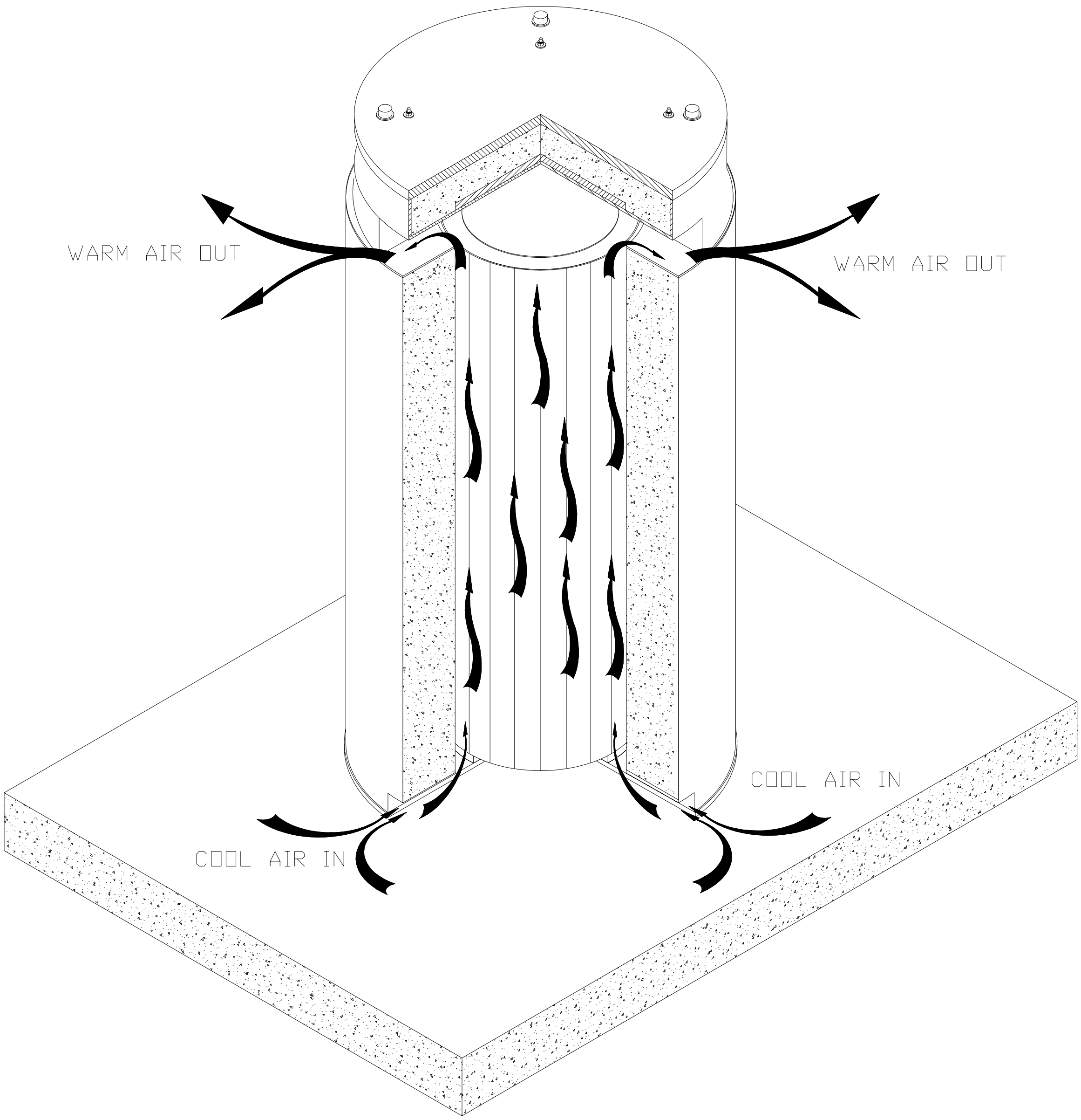


FIGURE 4.1.2: VENTILATION COOLING OF A HI-STORM SYSTEM

4.2 SUMMARY OF THERMAL PROPERTIES OF MATERIALS

Materials present in the MPCs include stainless steels (Alloy X), neutron absorber (Boral or METAMIC) and helium. Materials present in the HI-STORM storage overpack include carbon steels and concrete. Materials present in the HI-TRAC transfer cask include carbon steel, lead, Holtite-A neutron shield, paints (See Appendix 1.C) and demineralized water. In Table 4.2.1, a summary of references used to obtain cask material properties for performing all thermal analyses is presented.

Individual thermal conductivities of the alloys that comprise the Alloy X materials and the bounding Alloy X thermal conductivity are reported in Appendix 1.A of this report. Tables 4.2.2 and 4.2.3 provide numerical thermal conductivity data of materials at several representative temperatures. The currently approved neutron absorber materials, (Boral™ and Metamic™) are both made of aluminum powder and boron carbide powder. Although their manufacturing processes differ, from a thermal standpoint, their ability to conduct heat is virtually identical. Therefore, the values of conductivity of the original neutron absorber (Boral) continue to be used in the thermal calculations.

For the HI-STORM overpack, the thermal conductivity of concrete and the emissivity/absorptivity of painted surfaces are particularly important. Recognizing the considerable variations in reported values for these properties, the values that are conservative with respect to both authoritative references and values used in analyses on previously licensed cask dockets have been selected. Specific discussions of the conservatism of the selected values are included in the following paragraphs.

As specified in Table 4.2.1, the concrete thermal conductivity is taken from Marks' Standard Handbook for Mechanical Engineers, which is conservative compared to a variety of recognized concrete codes and references. Neville, in his book "Properties of Concrete" (4th Edition, 1996), gives concrete conductivity values as high as 2.1 Btu/(hr×ft×°F). For concrete with siliceous aggregates, the type to be used in HI-STORM overpacks, Neville reports conductivities of at least 1.2 Btu/(hr×ft×°F). Data from Loudon and Stacey, extracted from Neville, reports conductivities of 0.980 to 1.310 Btu/(hr×ft×°F) for normal weight concrete protected from the weather. ACI-207.1R provides thermal conductivity values for seventeen structures (mostly dams) at temperatures from 50-150°F. Every thermal conductivity value reported in ACI-207.1R is greater than the value used in the HI-STORM thermal analyses. Additionally, the NRC has previously approved analyses that use higher conductivity values than those applied in the HI-STORM thermal analysis. For example, thermal calculations for the NRC approved Vectra NUHOMS cask system (June 1996, Rev. 4A) used thermal conductivities as high as 1.17 Btu/(hr×ft×°F) at 100°F. Based on these considerations, the concrete thermal conductivity value chosen for HI-STORM thermal analyses is considered to be conservative.

Holtite-A is a composite material consisting of approximately 37 wt% epoxy polymer, 1 wt% B_4C and 62 wt% aluminum trihydrate. While polymers are generally characterized by a low conductivity (0.05 to 0.2 Btu/ft-hr-ºF), the addition of fillers in substantial amounts can raise the mixture conductivity by up to a factor of ten. The thermal conductivity of epoxy filled resins with alumina is

reported in the technical literature[1] as approximately 0.5 Btu/ft-hr-ºF and higher. A conservatively postulated conductivity of 0.3 Btu/ft-hr-ºF is used in the thermal models for the neutron shield region[2] (in the HI-TRAC transfer cask). As the thermal inertia of the neutron shield is not credited in the analyses, the density and heat capacity properties are not reported herein.

Surface emissivity data for key materials of construction are provided in Table 4.2.4. The emissivity properties of painted external surfaces are generally excellent. Kern [4.2.5] reports an emissivity range of 0.8 to 0.98 for a wide variety of paints. In the HI-STORM thermal analysis, an emissivity of 0.85[3] is applied to painted surfaces. A conservative solar absorptivity coefficient of 1.0 is applied to all exposed overpack surfaces.

In Table 4.2.5, the heat capacity and density of the MPC, overpack and CSF materials are presented. These properties are used in performing transient (i.e., hypothetical fire accident condition) analyses. The temperature-dependent values of the viscosities of helium and air are provided in Table 4.2.6.

The heat transfer coefficient for exposed surfaces is calculated by accounting for both natural convection and thermal radiation heat transfer. The natural convection coefficient depends upon the product of Grashof (Gr) and Prandtl (Pr) numbers. Following the approach developed by Jakob and Hawkins [4.2.9], the product Gr×Pr is expressed as $L^3 \Delta T Z$, where L is height of the overpack, ΔT is overpack surface temperature differential and Z is a parameter based on air properties, which are known functions of temperature, evaluated at the average film temperature. The temperature-dependent values of Z are provided in Table 4.2.7.

1 "Principles of Polymer Systems", F. Rodriguez, Hemisphere Publishing Company (Chapter 10).
2 The thermal conductivity value used in the thermal models for the neutron shield region is confirmed to be bounded by the Holtite-A test data [4.2.13] with a margin.
3 This is conservative with respect to prior cask industry practice, which has historically utilized higher emissivities [4.2.16].

Table 4.2.1

SUMMARY OF HI-STORM SYSTEM MATERIALS
THERMAL PROPERTY REFERENCES

Material	Emissivity	Conductivity	Density	Heat Capacity
Helium	N/A	Handbook [4.2.2]	Ideal Gas Law	Handbook [4.2.2]
Air	N/A	Handbook [4.2.2]	Ideal Gas Law	Handbook [4.2.2]
Zircaloy	[4.2.3], [4.2.17], [4.2.18], [4.2.7]	NUREG [4.2.6]	Rust [4.2.4]	Rust [4.2.4]
UO_2	Note 1	NUREG [4.2.6]	Rust [4.2.4]	Rust [4.2.4]
Stainless Steel (machined forgings)[4]	Kern [4.2.5]	ASME [4.2.8]	Marks' [4.2.1]	Marks' [4.2.1]
Stainless Steel Plates[5]	ORNL [4.2.11], [4.2.12]	ASME [4.2.8]	Marks' [4.2.1]	Marks' [4.2.1]
Carbon Steel	Kern [4.2.5]	ASME [4.2.8]	Marks' [4.2.1]	Marks' [4.2.1]
Boral	Note 1	Test Data (Note 2)	Test Data (Note 2)	Test Data (Note 2)
Holtite-A	Note 1	[4.2.13]	Not Used	Not Used
Concrete	Note 1	Marks' [4.2.1]	Appendix 1.D	Handbook [4.2.2]
Lead	Note 1	Handbook [4.2.2]	Handbook [4.2.2]	Handbook [4.2.2]
Water	Note 1	ASME [4.2.10]	ASME [4.2.10]	ASME [4.2.10]
METAMIC	Note 1	Test Data [4.2.14], [4.2.15]	Test Data [4.2.14], [4.2.15]	Test Data [4.2.14], [4.2.15]

Note 1: Emissivity not reported as radiation heat dissipation from these surfaces is conservatively neglected.
Note 2: AAR Structures Boral thermophysical test data.

4 Used in the top lid of the MPC.
5 Used in the basket panels, neutron absorber sheathing, MPC shell, and MPC baseplate.

Table 4.2.2

SUMMARY OF HI-STORM SYSTEM MATERIALS
THERMAL CONDUCTIVITY DATA

Material	At 200°F (Btu/ft-hr-°F)	At 450°F (Btu/ft-hr-°F)	At 700°F (Btu/ft-hr-°F)	At 1000°F (Btu/ft-hr-°F)
Helium	0.0976	0.1289	0.1575	0.1890
Air*	0.0173	0.0225	0.0272	0.0336
Alloy X	8.4	9.8	11.0	12.4
Carbon Steel	24.4	23.9	22.4	20.0
Concrete**	1.05	1.05	1.05	1.05
Lead	19.4	17.9	16.9	N/A
Water	0.392	0.368	N/A	N/A

* At lower temperatures, Air conductivity is between 0.0139 Btu/ft-hr-°F at 32°F and 0.0176 Btu/ft-hr-°F at 212°F.

** Conservatively assumed to be constant for the entire range of temperatures.

Table 4.2.3

SUMMARY OF FUEL ELEMENT COMPONENTS
THERMAL CONDUCTIVITY DATA

Zircaloy Cladding		Fuel (UO_2)	
Temperature (°F)	Conductivity (Btu/ft-hr-°F)	Temperature (°F)	Conductivity (Btu/ft-hr-°F)
392	8.28*	100	3.48
572	8.76	448	3.48
752	9.60	570	3.24
932	10.44	793	2.28*

* Lowest values of conductivity used in the thermal analyses for conservatism.

Table 4.2.4

SUMMARY OF MATERIALS SURFACE EMISSIVITY DATA*

Material	Emissivity
Zircaloy	0.80
Painted surfaces	0.85
Stainless steel (machined forgings)	0.36
Stainless Steel Plates	0.587**
Carbon Steel	0.66
* See Table 4.2.1 for cited references. ** Lowerbound value from the cited references in Table 4.2.1.	

Table 4.2.5

DENSITY AND HEAT CAPACITY PROPERTIES SUMMARY*

Material	Density (lbm/ft^3)	Heat Capacity (Btu/lbm-°F)
Helium	(Ideal Gas Law)	1.24
Zircaloy	409	0.0728
Fuel (UO_2)	684	0.056
Carbon steel	489	0.1
Stainless steel	501	0.12
Boral	154.7	0.13
Concrete	140**	0.156
Lead	710	0.031
Water	62.4	0.999
METAMIC	163.4**	0.22**
* See Table 4.2.1 for cited references. ** Lowerbound values reported for conservatism.		

Table 4.2.6

GASES VISCOSITY* VARIATION WITH TEMPERATURE

Temperature (°F)	**Helium Viscosity (Micropoise)**	**Temperature (°F)**	**Air Viscosity (Micropoise)**
167.4	220.5	32.0	172.0
200.3	228.2	70.5	182.4
297.4	250.6	260.3	229.4
346.9	261.8	338.4	246.3
463.0	288.7	567.1	293.0
537.8	299.8	701.6	316.7
737.6	338.8	1078.2	377.6
921.2	373.0	-	-
1126.4	409.3	-	-
* Obtained from Rohsenow and Hartnett [4.2.2].			

Table 4.2.7

VARIATION OF NATURAL CONVECTION PROPERTIES PARAMETER "Z" FOR AIR WITH TEMPERATURE

Temperature (°F)	**Z ($ft^{-3}°F^{-1}$)***
40	2.1×10^{6}
140	9.0×10^{5}
240	4.6×10^{5}
340	2.6×10^{5}
440	1.5×10^{5}
* Obtained from Jakob and Hawkins [4.2.9]	

4.3 SPECIFICATIONS FOR COMPONENTS

HI-STORM System materials and components designated as "Important to Safety" (i.e., required to be maintained within their safe operating temperature ranges to ensure their intended function) which warrant special attention are summarized in Table 4.3.1. The neutron shielding ability of Holtite-A neutron shield material used in the HI-TRAC transfer cask is ensured by demonstrating that the material exposure temperatures are maintained below the maximum allowable limit. Long-term integrity of SNF is ensured by the HI-STORM System thermal evaluation which demonstrates that fuel cladding temperatures are maintained below design basis limits. Neutron absorber materials used in MPC baskets for criticality control (made from B_4C and aluminum) are stable in excess of 1000°F[1]. Accordingly 1000°F is conservatively adopted as the short-term temperature limit for neutron absorber materials. The overpack concrete, the primary function of which is shielding, will maintain its structural, thermal and shielding properties provided that American Concrete Institute (ACI) guidance on temperature limits (see Appendix 1.D) is followed.

Compliance to 10CFR72 requires, in part, identification and evaluation of short-term off-normal and severe hypothetical accident conditions. The inherent mechanical characteristics of cask materials and components ensure that no significant functional degradation is possible due to exposure to short-term temperature excursions outside the normal long-term temperature limits. For evaluation of HI-STORM System thermal performance, material temperature limits for long-term normal, short-term operations, and off-normal and accident conditions are provided in Table 4.3.1. In Table 4.3.1, ISG-11 [4.1.4] temperature limits are adopted for Commercial Spent Fuel (CSF). These limits are applicable to all fuel types, burnup levels and cladding materials approved by the NRC for power generation.

4.3.1 Evaluation of Moderate Burnup Fuel

It is recognized that hydrides present in irradiated fuel rods (predominantly circumferentially oriented) dissolve at cladding temperatures above 400°C [4.3.1]. Upon cooling below a threshold temperature (T_p), the hydrides precipitate and reorient to an undesirable (radial) direction if cladding stresses at the hydride precipitation temperature T_p are excessive. For moderate burnup fuel, T_p is conservatively estimated as 350°C [4.3.1]. In a recent study, PNNL has evaluated a number of bounding fuel rods for reorientation under hydride precipitation temperatures for MBF [4.3.1]. The study concludes that hydride reorientation is not credible during short-term operations involving low to moderate burnup fuel (up to 45 GWD/MTU). Accordingly, the higher ISG-11 temperature limit is justified for moderate burnup fuel and is adopted in the HI-STORM FSAR for short-term operations for MBF fueled MPCs (see Table 4.3.1).

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1 B_4C is a refractory material that is unaffected by high temperature (on the order of 1000°F) and aluminum is solid at temperatures in excess of 1000°F.

Table 4.3.1

HI-STORM SYSTEM MATERIAL TEMPERATURE LIMITS[2]

Material	**Normal Long-Term Temperature Limits [°F]**	**Short-Term Temperature Limits [°F]**
CSF cladding (zirconium alloys and stainless steel)	752	Short-Term Operations 752 (HBF) 1058 (MBF) Off-Normal and Accident 1058
Neutron Absorber	800	1000
Holtite-A[3]	N/A (Not Used)	350 (Short Term Operations)
Concrete[4]	300	350
Water	N/A	307[5] (Short Term Operations) N/A (Off-Normal and Accident)

2 This table specifies temperature limits for non-ASME Code materials. Temperature limits of ASME Code materials (structural steels) are specified in Table 2.2.3.
3 See Chapter 1, Appendix 1.B.
4 These values are applicable for concrete in the overpack body, overpack lid and overpack pedestal. As stated in Chapter 1 (Appendix 1.D), these limits are compared to the through-thickness section average temperature.
5 Saturation temperature at HI-TRAC water jacket design pressure specified in Table 2.2.1.

4.4 THERMAL EVALUATION FOR NORMAL CONDITIONS OF STORAGE

Under long-term storage conditions, the HI-STORM System (i.e., HI-STORM overpack and MPC) thermal evaluation is performed in accordance with the guidelines of NUREG-1536 [4.4.1] with the MPC cavity backfilled with helium. Thermal analysis results for the long-term storage scenarios are obtained and reported in this section.

4.4.1 Thermal Model

The MPC basket design consists of four distinct geometries to hold 24 or 32 PWR, or 68 BWR fuel assemblies. The basket is a matrix of interconnected square compartments designed to hold the fuel assemblies in a vertical position under long term storage conditions. The basket is a honeycomb structure of stainless steel (Alloy X) plates with full-length edge-welded intersections to form an integral basket configuration. All individual cell walls, except outer periphery cell walls in the MPC-68 and MPC-32, are provided with neutron absorber plates sandwiched between the box wall and a stainless steel sheathing plate over the full length of the active fuel region. The neutron absorber plates used in all MPCs are made of an aluminum-based, boron carbide-containing material to provide criticality control, while maximizing heat conduction capabilities.

Thermal analysis of the HI-STORM System is performed for an array of limiting heat load scenarios defined in Chapter 2 for uniform and regionalized fuel loading (wherein each fuel assembly in a region is assumed to be generating heat at the maximum permissible rate). While the assumption of limiting heat generation in each storage cell imputes a certain symmetry to the cask thermal problem, it grossly overstates the total heat duty of the system in most casks because it is unlikely that any basket would be loaded with fuel emitting heat at their limiting values (see for example a fuel loading scenario discussed in Section 2.1). The principal attributes of the thermal model are described in the following:

i. While the rate of heat conduction through metals is a relatively weak function of temperature, radiation heat exchange is a highly nonlinear function of surface temperatures.

ii. Heat generation in the MPC is axially non-uniform due to non-uniform axial burnup profiles in the fuel assemblies.

iii. Inasmuch as the transfer of heat occurs from inside the basket region to the outside, the temperature field in the MPC is spatially distributed with the maximum values reached in the central core region.

The design basis decay heat for long-term normal storage is specified in Table 2.2.26. The decay heat is conservatively considered to be non-uniformly distributed over the active fuel length based on the axial burnup distributions specified in Chapter 2 (Table 2.1.11).

The thermal model of the HI-STORM in this FSAR actually consists of two distinct models – a design-basis 3-D model and a production-run~~*confirmatory*~~ *axisymmetric model.* *The 3-D model*

has been prepared to represent the~~that simulates each~~ fuel storage spaces, fuel basket,~~cell and seeks to represent the helium flow in each cell,~~ *upper and lower plenum and downcomer regions in a rigorous manner. The axisymmetric model replaces the fuel basket and the stored SNF by a porous cylinder* with~~ having~~ conservatively postulated~~equivalent~~ hydraulic resistance to bound the 3D thermal solutions~~thermal-hydraulic properties~~. *Because the 3-D model is very large and computationally intensive, the necessity to construct a computationally efficient model to perform miscellaneous analyses remains. In what follows, both the 3-D model and a computationally efficient axisymmetric model are described. The results from both the models are compared for all MPC types to benchmark the axisymmetric model, which is subsequently used to perform secondary qualifying analyses. The principal storage condition (namely, long-term normal storage) is evaluated using both the 3-D and axisymmetric models, with the 3-D model being the design basis. Short~~er~~-term conditions like on-site transfer operations and off-normal and accident conditions are evaluated using the conservative axisymmetric models.*

Certain aspects of the thermal simulation are common to both 3-D and axisymmetric models. For example, the composite wall of the basket consisting of a sandwich of Alloy X panel, the neutron absorber, and the Alloy X sheathing can be replaced by a single orthotropic metal whose conductivities in the three principal directions are equivalent to those of the sandwich. Further details on equivalent representation of the monometallic wall for the sandwich and other regions of the MPC are provided later in this subsection.

4.4.1.1 <u>3-D Thermal Model (Design-Basis Model</u>)

i. Overview

The interior of the MPC is a 3-D array of square shaped cells inside an irregularly shaped basket outline confined inside the cylindrical space of the MPC cavity. To ensure an adequate representation of these features, a 3-D geometric model of the MPC is constructed using the FLUENT CFD code pre-processor [4.1.2]. Other than representing the composite cell walls (made up of Alloy X panels, neutron absorber panels and Alloy X sheathing) by a homogeneous panel with equivalent orthotropic (thru-thickness and parallel plates direction) thermal conductivities, the 3-D model requires no idealizations of the fuel basket structure. Further, since it is clearly impractical to model every fuel rod in every stored fuel assembly explicitly, the cross section bounded by the inside of the storage cell (inside of the fuel channel in the case of BWR MPCs), which surrounds the assemblage of fuel rods and the interstitial helium gas (also called the "rodded region"), is replaced with an "equivalent" square homogeneous section characterized by an effective thermal conductivity. Homogenization of the storage cell cross-section is illustrated in Figure 4.4.1. As the effective conductivity of the rodded region includes radiation heat transfer the conductivities will be a strong function of temperature because radiation heat transfer (a major component of the heat transport between the fuel rods and the surrounding basket cell metal) rises as the fourth power of absolute temperature. Therefore, in effect, the effective conductivity of the equivalent square section (depending on the coincident temperature) will be different throughout the basket. For thermal-hydraulic simulation, each fuel assembly in its storage cell is represented by an equivalent porous medium. For BWR fuel, the presence of the fuel channel divides the storage cell space into two

distinct axial flow regions, namely, the in-channel (rodded) region and the square prismatic annulus region (in the case of PWR fuel this modeling complication does not exist).

ii. Details of the 3-D Model

The 3-D model implemented to analyze the HI-STORM system has the following key attributes:

a. As mentioned above, the composite walls in the fuel basket consisting of the Alloy X structural panels, the aluminum-based neutron absorber, and the Alloy X sheathing, are represented by an orthotropic homogeneous panel of equivalent thermal conductivity in the three principal directions. The in-plane and thru-thickness thermal conductivities of the composite wall are computed using a standard procedure for such shapes with certain conservatisms, as described below.

During fabrication, a uniform normal pressure is applied to each "Box Wall - Neutron Absorber - Sheathing" sandwich in the assembly fixture during welding of the sheathing periphery on the box wall. This ensures adequate surface-to-surface contact between the neutron absorber and the adjacent Alloy X surfaces. The mean coefficient of linear expansion of the neutron absorber is higher than the thermal expansion coefficients of the basket and sheathing materials. Consequently, basket heat-up from the stored SNF will further ensure a tight fit of the neutron absorber plate in the sheathing-to-box pocket. Nevertheless the possible presence of small microscopic gaps due to less than perfect surface-to-surface contact requires consideration of an interfacial contact resistance between the neutron absorber and box-sheathing surfaces. In the thermal analysis a 2 mil neutron absorber to pocket gap has been used. This is conservative as the sandwich is engineered to ensure an essentially no-gap fitup and assembly of the neutron-absorber panels. Furthermore, no credit is taken for radiative heat exchange across the neutron absorber to sheathing or neutron absorber to box wall gaps.

Quite obviously, heat conduction properties of a composite "Box Wall - Neutron Absorber - Sheathing" sandwich in the two principal basket cross sectional directions (i.e., thru-thickness and parallel plates direction) are unequal. In the thru-thickness direction, heat is transported across layers of sheathing, helium-gap, neutron absorber and box wall resistances that are essentially in series. Heat conduction in the parallel plates direction, in contrast, is through an array of essentially parallel resistances comprised of these several layers listed above. In this manner the composite walls of the fuel basket storage cells are replaced with a solid wall of equivalent through thickness and parallel plates direction conductivities. Table 4.4.1 provides the values of the conductivities as a function of temperature for the different MPC types. These values are used in the axisymmetric model as well.

b. In the case of a BWR CSF, the fuel bundle and the small surrounding spaces inside the fuel "channel" are replaced by an equivalent porous media having the flow impedance properties computed using a 3-D CFD model documented in [4.4.2]. The space between the BWR fuel channel and the storage cell is represented as an open flow annulus. The fuel

channel is also explicitly modeled. The porous medium within the channel space is also referred to as the "rodded region". The fuel assembly is assumed to be positioned coaxially with respect to its storage cell. The 3-D model of an MPC-68 storage cell occupied with channeled BWR fuel is shown in Figure 4.4.4.

In the case of the PWR CSF, the porous medium extends to the entire cross-section of the storage cell. As described in [4.4.2], the CFD model for both the BWR and PWR case is prepared for the Design Basis fuel in comprehensive detail, which includes grid straps, BWR water rods and PWR guide and instrument tubes (assumed to be plugged for conservatism).

c. *Every MPC fuel storage cell is assumed to be occupied by design basis PWR or BWR fuel assemblies specified in Chapter 2 (Table 2.1.5). The in-plane thermal conductivity of the design basis fuel assemblies are obtained using ANSYS finite element models of an array of fuel rods enclosed by a square box. Radiation heat transfer from solid surfaces (cladding and box walls) are enabled in these models. Using these models the effective conduction-radiation conductivities are obtained and reported in Table 4.4.2. For heat transfer in the axial direction an area weighted mean of cladding and helium conductivities are computed (see Table 4.4.2). Axial conduction heat transfer in the fuel pellets and radiation heat dissipation in the axial direction are conservatively ignored. Thus, the thermal conductivity of the rodded region, like the porous media simulation for helium flow, is represented by a 3-D continuum having effective planar and axial conductivities.*

d. *The internals of the MPC, including the basket cross section, bottom mouse holes, top plenum, and circumferentially irregular downcomer are modeled explicitly. For simplicity, the mouse holes are modeled as rectangular openings with understated flow area.*

e. *The inlet and outlet vents in the HI-STORM overpack are modeled explicitly to incorporate any effects of non-axisymmetry of inlet air passages on the system's thermal performance.*

f. *The air flow in the HI-STORM/MPC annulus is simulated by a k-ω turbulence model with the transitional option enabled.*

The 3-D model described above is illustrated in the cross section for the MPC-68 in Figure 4.4.3. A closeup of the fuel cell spaces which explicitly include the channel-to-cell gap in the 3-D model is shown in Figure 4.4.4. The principal 3-D modeling conservatisms are listed below:

1) *The storage cell spaces are loaded with design basis fuel having the highest axial flow resistance (See Table 2.1.5).*
2) *Each storage cell is generating heat at it's limiting value under uniform or regionalized storage.*
3) *Axial dissipation of heat by the fuel pellets is neglected.*
4) *Axial dissipation of heat by radiation in the fuel bundle is neglected.*
5) *The fuel assembly channel length for BWR fuel is overstated.*

6) *The most severe environmental factors for long-term normal storage - ambient temperature of 80°F and 10CFR71 insolation levels - were coincidentally imposed on the system.*
7) *The absorbtivity of the external surfaces of the HI-STORM is conservatively assumed to be unity.*
8) *To understate MPC internal convection heat transfer, the helium pressure is understated.*
9) *No credit is taken for contact between fuel assemblies and the MPC basket wall or between the MPC basket and the basket supports.*
10) *Heat dissipation by fuel basket peripheral supports is neglected.*
11) *Fuel basket and MPC shell emissivities are understated (see Table 4.2.4).*
12) *The k-ω model used for simulating the HI-STORM annulus flow yields uniformly conservative results [4.1.6].*

The effect of crud resistance on fuel cladding surfaces has been evaluated and found to be negligible. The evaluation assumes a thick crud layer (130 μm) with a bounding low conductivity (conductivity of helium). The crud resistance increases the clad temperature by a very small amount (~0.1°F). Accordingly this effect is neglected in the thermal evaluations.

4.4.1.2 *Fuel Assembly 3-Zone Flow Resistance Model*~~*Equivalent Resistance to Axial Flow of Helium in the Rodded Region*~~

The HI-STORM System is evaluated for storage of bounding PWR (W-17x17) and BWR (GE-10x10) fuel assemblies. During fuel storage helium enters the MPC fuel cells from the bottom plenum and flows upwards through the open spaces in the fuel storage cells and exits in the top plenum. The bottom and top plenums are essentially open spaces engineered in the fuel basket ends to facilitate helium circulation. In the case of BWR fuel storage, a channel enveloping the fuel bundle divides the flow in two parallel paths. One flow path is through the in-channel or rodded region of the storage cell and the other flow path is in the square annulus area outside the channel. Due to the fact that the fuel assemblies are constructed with a large number of rods an explicit modeling of fuel assemblies in a global thermal model of the HI-STORM System is prohibitively expensive. In the global thermal modeling of the HI-STORM System the following approach is adopted:

(i) *In BWR fueled MPCs an explicit channel-to-cell gap is modeled.*
(ii) *The fuel assembly enclosed in a square envelope (fuel channel for BWR fuel or fuel storage cell for PWR fuel) is replaced by porous media with equivalent flow resistance.*

The above modeling approach is illustrated in Figure 4.4.4.

In the FLUENT program, porous media flow resistance is modeled as follows:

$$\Delta P = D\mu VL \qquad \text{(Eq. 1)}$$

where ΔP is the hydraulic pressure loss, D is the flow resistance coefficient, μ is the fluid viscosity, V is the superficial fluid velocity and L is the porous media length. In the HI-STORM thermal models the fuel storage cell length between the bottom and top plenums[1] is replaced by porous media. As discussed below the porous media length is partitioned in three zones with discrete flow resistances.

To characterize the flow resistance of fuel assemblies inside square envelopes (fuel channel for BWR fuel or fuel storage cell for PWR fuel) 3D models of W-17x17 and GE-10x10 fuel assemblies are constructed using the FLUENT CFD program. These models are embedded with several pessimistic assumptions to overstate flow resistance. These are:

(a) Water rods (BWR fuel) and guide tubes (PWR fuel) are assumed to be completely blocked
(b) Fuel rods assumed to be full length
(c) Channel length (BWR fuel) overstated
(d) Bounding grid thickness used
(e) Bottom fittings resistance overstated
(f) Bottom nozzle lateral flow holes (BWR fuel) assumed to be blocked

Using the 3D fuel assembly models flow solutions under an impressed pressure differential between the two extremities of the fuel storage cell are computed at reference conditions (7 atmosphere absolute pressure and 450°F temperature). The results of the 3D flow solutions are post-processed as described next and equivalent porous media flow resistances obtained.

Because of the narrow flow passages in the bare rods and gridded regions of the fuel assembly the flow resistance of the fueled length to axial helium flow is greater than the flow resistance from the fuel assembly ends (bottom nozzle, top fitting, handle etc.). This physical fact is duly recognized by defining three distinct axial zones as follows:

Zone 1: Length below the active fuel region
Zone 2: Active fuel region
Zone 3: Length above the active fuel region

In the 3-Zone flow resistance modeling, the flow resistance of each zone is characterized by post-processing the 3D fuel flow model solutions. For this purpose two approaches to flow resistance characterization are adopted. The first approach is the pressure drop method. This method is suitable when a zone is characterized by irregular geometries and the objective is to obtain a lumped resistance to duplicate the pressure drop. The second method is the shear stress method, which is suitable for flow zones characterized by regular geometries. For the 3-Zone flow resistance modeling the pressure drop method is adopted for the inactive regions (Zone 1 and Zone 3). The flow resistance coefficients are computed by post-processing the fuel assemblies 3D model flow solutions as follows:

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1 These are the mousehole openings at the ends of the fuel basket to facilitate helium circulation. The mouseholes are explicitly included in the 3D thermal models with an understated flow area.

Step 1: Obtain the helium volumetric flow Q under the impressed pressure differential.
Step 2: Compute helium superficial velocity, V = Q/A where A is the square envelope cross-sectional area.
Step 3: Obtain the individual Zone 1 and Zone 3 lengths (L_1 and L_3) and pressure drops (ΔP_1 and ΔP_3) from the FLUENT solutions.
Step 4: Compute Zone 1 and Zone 3 resistance coefficients D_1 and D_3 using Eq. 1, V, L_1, L_3, ΔP_1 and ΔP_3 from above steps.

The shear stress method is suitable for the active fuel region (Zone 2) as this region is characterized by an ordered array of entities (rods and grids). This method uses area averaged wall shear stresses post-processed from the active region (Zone 2) of the fuel assembly. Using hydraulic flow principles the wall shear stresses are mapped to flow resistance coefficients. To account for geometric discontinuities the active fuel region is sliced in a suitable number of constant geometry (bare rods and grids) sub-regions. Based on the fuel bundle layout, a total of 17 slices are identified for GE-10x10 fuel and 20 slices for W-17x17 fuel. In each sub-region an area averaged shear stress over all wetted surfaces (fuel rods, non-fuel rods, square envelope and grids) is post-processed and flow resistance coefficients of each slice are computed. The flow resistance of Zone 2 is obtained by computing the length-weighted average of the slice resistance coefficients. ~~*The axial flow through the rodded region under an impressed pressure differential between the two extremeties of the rodded space is computed in the deep laminar range (Reynolds numbers < 100). In this manner, a relationship between the pressure drop (ΔP) and axial flow is obtained for helium at reference conditions (7 atmospheres pressure and 450°F temperature) and the flow resistance parameters for input in the porous media simulation in the system 3-D model are obtained. This 3-D pressure vs. flow characterization of the rodded region by the porous media does not utilize any empirical loss correlations and forms a rigorously evaluated building block for the 3-D CFD model of the system.*~~

4.4.1.3 Axisymmetric Model

The axisymmetric model requires several simplifications. In the most important step, the planar section of the MPC is homogenized. With each storage cell replaced with an equivalent solid square, the MPC cross section consists of a metallic gridwork (basket cell walls with each square cell space containing a solid storage cell square of effective thermal conductivity, which is a function of temperature) circumscribed by a circular ring (MPC shell). There are four distinct materials in this section, namely the homogenized storage cell squares, the Alloy X structural materials in the MPC (including neutron absorber sheathing), neutron absorber and helium gas. Each of the four constituent materials in this section has a different conductivity. It is emphasized that the conductivity of the homogenized storage cells is a strong function of temperature.

In the axisymmetric model, the required simplification is carried out by replacing the thermally heterogeneous fuel basket section mentioned above by an equivalent conduction-only region, using a finite element procedure. Because the rate of transport of heat within the fuel basket is influenced by

radiation, which is a temperature-dependent effect, the equivalent conductivity of the fuel basket region must also be computed as a function of temperature. Also, it is recognized that the MPC section consists of two discrete regions, namely, the basket region and the peripheral region. The peripheral region is the space between the peripheral storage cells and the MPC shell. This is a helium filled space surrounded by Alloy X plates. Accordingly, as illustrated in Figure 4.4.2 for MPC-68, the MPC cross section is replaced with two homogenized regions with temperature-dependent conductivities. In particular, the effective conductivity of the storage cells is subsumed into the equivalent conductivity of the basket cross section, as described before.

As illustrated in Figure 4.4.2 an MPC fuel basket is composed of a welded gridwork of Alloy X-neutron absorber-sheathing sandwich panels to form an array of square shaped cells on a square pitch. The basket cell spaces are occupied by irradiated SNF. The two principal components of a loaded fuel basket – sandwich panels and SNF – have unequal conduction properties in the planar and axial directions. The fuel basket thermal modeling duly recognizes these differences by characterizing the effective conductivities in the two (planar and axial) directions. For computing the planar fuel basket conductivity, ANSYS finite element models of the PWR and BWR fuel baskets are employed. The principal inputs to the models are the design basis fuel planar conductivities and the sandwich panel conductivities discussed previously. The results of fuel basket modeling are presented in Table 4.4.3.

The fuel basket axial conductivity is computed by an area weighted sum of cladding, helium, neutron absorber and Alloy X (box wall and sheathing) conductivities. This evaluation employs the design basis fuel and neglects fuel pellets axial conduction and axial dissipation of heat by radiation .

Finally, HI-STORM is simulated as a radially symmetric structure having annular vents at the bottom and top with a buoyancy-induced flow in the annular space surrounding the heat generating MPC cylinder. The annular vents in the HI-STORM model are porous media spaces having effective inlet and outlet ducts flow resistances.

Internal circulation of helium in the sealed MPC is modeled as flow in a porous media in the fuel basket region containing the SNF (including top and bottom plenums). The basket-to-MPC shell clearance space is modeled as a helium filled radial gap to include the downcomer flow in the thermal model. The downcomer region, as illustrated in Figure 4.4.2, consists of an azimuthally varying gap formed by the square-celled basket outline and the cylindrical MPC shell. At the locations of closest approach a differential expansion gap (see Subsection 4.4.6) is engineered to allow free thermal expansion of the basket. At the widest locations, the gaps are on the order of the storage cell opening (~6" for BWR and ~9" for PWR MPCs). It is heuristically evident that heat dissipation by conduction is maximum at the closest approach locations (low thermal resistance path) and that convective heat transfer is highest at the widest gap locations (large downcomer flow). In the axisymmetric thermal model, a radial gap that is large compared to the basket-to-shell clearance and small compared to the cell opening is used. As a relatively large gap penalizes heat dissipation by conduction and a small gap throttles convective flow, the use of a single gap in the FLUENT model understates both conduction and convection heat transfer in the downcomer region.

To summarize, a loaded MPC standing upright on the ISFSI pad in a HI-STORM overpack is replaced with a right circular cylinder with spatially varying temperature-dependent conductivity. Heat is generated within the basket space in this cylinder in the manner of the prescribed axial burnup distribution (see Table 2.2.11). In addition, heat is deposited from insolation on the external surface of the overpack. Under steady state conditions the total heat due to internal generation and insolation is dissipated from the outer cask surfaces by natural convection, annulus ventilation cooling and thermal radiation to the ambient environment.

The table below provides a summary of the principal simplifications to the 3-D model that results in the computationally efficient axisymmetric model (which is also the supporting legacy model for early HI-STORM CoCs).

Comparison of 3-D and 2-D Model Attributes		
	Design-Basis 3-D Model	*2-D Model*
a.	*The storage cells and ~~cavity along with~~* stored *SNF* are~~*is*~~ *modeled as ~~a~~* 3-Zone *porous media~~ium~~* with discrete hydraulic resistances~~for helium axial flow.~~ *. In the case of BWR fuel, the porous medium idealization is limited to the fuel channel/SNF space; the annular spaces between the fuel channels and cell walls* are~~*is*~~ *explicitly modeled.*	*The storage cells~~/cavity space~~* are~~*is*~~ *simulated by ~~an equivalent~~ porous media~~um~~ for both PWR and BWR SNF. These models are subsumed in the fuel basket model (see item (c) below).* The overall fuel basket hydraulic resistance is modeled by a conservatively postulated lumped resistance. ~~*This model is subsumed in the fuel basket model (see item (c) below.*~~
b.	*The composite cell walls of the fuel basket (Alloy X-neutron absorber-sheathing sandwich) are replaced by thermally equivalent orthotropic solid panels.*	*Same as the 3-D model*
c.	*The fuel basket panels in (b) above are explicitly modeled.*	*The basket structure along with the SNF is replaced by an equivalent cylindrical body of equivalent temperature-dependent conductivity.*
d.	*The MPC shell and baseplate modeled explicitly.*	*Same as the 3-D model*
e.	*The "mouseholes" in the storage cell walls for helium circulation modeled explicitly.*	*Equivalent openings for axisymmetric helium circulation are provided in the model.*

Comparison of 3-D and 2-D Model Attributes		
	Design-Basis 3-D Model	*2-D Model*
f.	*The downcomer region (prismatic annulus of irregular cross section) is modeled explicitly.*	*The downcomer annulus region is defined by the space between the basked cylinder in (c) and the MPC shell. The width of the downcomer is conservatively set to ensure that the helium circulation rate will approach the actual from below.*
g.	*The HI-STORM inlet and outlet ducts are explicitly modeled.*	*The inlet and outlet ducts are simulated by equivalent flow resistance axisymmetric inlet and outlet passages.*

It is evident from the foregoing that the 2-D model involves considerable simplifications. Therefore, to ensure that its use in production runs will not produce unconservative results, a number of comparison 3-D runs using identical input data were carried out, as discussed later in this section.

4.4.2 Comparison of Axisymmetric and 3-D Thermal Models

To compare the axisymmetric thermal model described in Subsection 4.4.1.3 with the rigorous 3-D thermal model, fuel storage scenarios under uniform and regionalized fuel loading in a HI-STORM are run and thermal solutions using both (3-D and axisymmetric models) obtained. The results are compared in Table 4.4.4. As can be seen, the two models (3-D and axisymmetric) provide results that are in reasonable accord with each other.

4.4.3 Test Model

The 3-D CFD modeling of the HI-STORM system with the conservatisms noted in the foregoing provides a high level of assurance that the predictions of the peak cladding temperature will be conservative. Prior to the 3-D model, all analyses were performed using a simpler 2-D model which had been benchmarked [4.1.5] with full-scale cask test data [4.1.3], as well as with PNNL's COBRA-SFS modeling of the HI-STORM System. All licensing basis thermal evaluations of the HI-STORM system through CoC Revision 2 were performed exclusively using the axisymmetric model described above.

The 3-D model eliminates virtually all of the simplifications of the 2-D model and utilizes proven codes, namely, the FLUENT CFD code and the industry standard ANSYS modeling package, to foster maximum confidence. Further, as discussed throughout this chapter and specifically in Subsection 4.4.1, the analysis incorporates significant conservatisms so as to compute fuel cladding temperatures in a bounding manner. Furthermore, compliance with specified limits of operation is demonstrated with adequate margins. In addition, experimental verification of thermal performance in the form of data from numerous previously loaded HI-STORMs has been compared with the

predictions of the FLUENT CFD solutions and reported to the USNRC. These evaluations have shown that the FLUENT solutions are conservative in all cases. In view of these considerations, additional experimental verification of the thermal design is ~~therefore~~ not necessary ~~at this time~~.

4.4.4 Maximum and Minimum Temperatures

4.4.4.1 Maximum Temperatures

The 3-D model from the previous subsection is used to determine temperature distributions under long-term normal storage conditions for an array of cases covering PWR and BWR fuel storage in uniform and regionalized loading configurations. For this purpose one bounding MPC design in each of the two fuel classes – MPC-68 for BWR and MPC-32 for PWR – are analyzed and results obtained and summarized in this subsection. For a bounding evaluation the MPCs are assumed to be emplaced in a limiting overpack (HI-STORM 100S Version B).

~~For storage of PWR fuel two MPC designs, namely the MPC-24/24E and MPC-32 are available. Employing 3-D HI-STORM models fuel storage in both MPC-24 and MPC-32 canisters are evaluated. From the 3-D runs the peak cladding temperatures obtained in the MPC-24 are lower than the MPC-32 results by a substantial amount (~50°F). Thus, the MPC-32 is the bounding PWR-style fuel basket design. Accordingly HI-STORM thermal evaluations for PWR fuel storage employ the MPC-32 design. Results reported for this design bound the MPC-24/24E designs with additional margins.~~

The HI-STORM 100S Version B is the limiting overpack by virtue of the inlet and outlet vents design. Compared to two other overpack designs (i.e., HI-STORM 100 and HI-STORM 100S), the HI-STORM 100S Version B has smaller inlet and outlet vents. Thus Version B vent airflow resistances are bounding. Also, the HI-STORM 100S Version B is the shortest of the overpacks. This reduces the chimney height which minimizes the driving head for air flow. Because the HI-STORM 100S Version B will have the least cooling air flow, it will yield bounding results.

A cross-reference of HI-STORM thermal analyses is provided in Table 4.4.5. Under regionalized loading, an array of runs covering a range of regionalized storage configurations specified in Chapter 2 (X=0.5 to X=3-) are analyzed. The results are graphed in Figures 4.4.6 and 4.4.7 for PWR and BWR fuel storage respectively. Based on this array of runs the fuel storage condition corresponding to X = 0.5 is determined to be limiting for both PWR and BWR MPCs. Accordingly HI-STORM MPC and overpack temperatures are reported for this storage condition in Tables 4.4.6 and 4.4.7.

It should be noted that the 3-D FLUENT cask model incorporates the effective conductivity of the fuel assembly submodel and that the axisymmetric FLUENT cask model incorporates the effective conductivity results of the fuel basket submodel, which in turn incorporates the effective conductivity results of the fuel assembly submodel. Therefore the FLUENT models report the peak temperature in every part of the system. In a dry storage cask, the hottest components are the fuel assemblies. Thus, as the fuel assembly models include the fuel pellets, the FLUENT calculated peak temperatures are

actually peak pellet centerline temperatures which bound the peak cladding temperatures with a margin.

The following observations can be derived by inspecting the temperature field obtained from the thermal models:

- *The fuel cladding temperatures are below the regulatory limit (ISG-11 [4.1.4]) under all storage scenarios (uniform and regionalized) in all MPCs.*

- *The maximum temperature of the basket structural materials are within their design limits.*

- *The maximum temperature of the neutron absorbers are below their design limits.*

- *The maximum temperatures of the MPC pressure boundary materials are below their design limits.*

- *The maximum temperatures of concrete is within the guidance of the governing ACI Code (see Table 4.3.1).*

The above observations lead us to conclude that the temperature field in the HI-STORM System with a loaded MPC containing heat emitting SNF complies with all regulatory temperature limits. In other words, the thermal environment in the HI-STORM System is in compliance with Chapter 2 Design Criteria.

4.4.4.2 Minimum Temperatures

In Table 2.2.2 of this report, the minimum ambient temperature condition for the HI-STORM storage overpack and MPC is specified to be -40°F. If, conservatively, a zero decay heat load with no solar input is applied to the stored fuel assemblies, then every component of the system at steady state would be at a temperature of -40°F. Low service temperature (-40^{o}F) evaluation of the HI-STORM is provided in Chapter 3. All HI-STORM storage overpack and MPC materials of construction will satisfactorily perform their intended function in the storage mode at this minimum temperature condition.

4.4.4.3 Effects of Elevation

The reduced ambient pressure at site elevations significantly above the sea level will act to reduce the ventilation air mass flow, resulting in a net elevation of the peak cladding temperature. However, the ambient temperature (i.e., temperature of the feed air entering the overpack) also drops with the increase in elevation. Because the peak cladding temperature also depends on the feed air temperature (the effect is one-for-one within a small range, i.e., 1°F drop in the feed air temperature results in ~1°F drop in the peak cladding temperature), the adverse ambient pressure effect of increased elevation is partially offset by the ambient air temperature decrease. The table below illustrates the variation of air pressure and corresponding ambient temperature as a function of elevation.

Elevation (ft)	*Pressure (psia)*	*Ambient Temperature Reduction versus Sea Level*
Sea Level (0)	*14.70*	*0^oF*
2000	*13.66*	*7.1^oF*
4000	*12.69*	*14.3^oF*

A survey of the elevation of nuclear plants in the U.S. shows that nuclear plants are situated near about sea level or elevated slightly (~1000 ft). The effect of the elevation on peak fuel cladding temperatures is evaluated by performing calculations for a HI-STORM 100 System situated at an elevation of 1500 feet. The peak cladding temperatures are calculated for a bounding configuration (non-uniform storage at X = 0.5), and neglecting the reduction in ambient temperature that accompanies an increase in elevation[2], using the axisymmetric model described in Subsection 4.4.1.3 and compared to the sea level conditions. The results are given in the following table.

MPC Design	*PCT at Sea Level*	*PCT at 1500 feet*
MPC-68 BWR	*728.1^oF*	*737.7^oF*
MPC-32 PWR	*720.0^oF*	*732.4^oF*

These results show that the PCT, including the effects of site elevation, continues to be well below the regulatory cladding temperature limit of 752^oF. In light of the above evaluation, it is not necessary to place any ISFSI elevation constraints for HI-STORM deployment at elevations up to 1500 feet. If, however, an ISFSI is sited at an elevation greater than 1500 feet, the effect of altitude on the PCT shall be quantified as part of the 10 CFR 72.212 evaluation for the site using the site ambient conditions.

4.4.5 Maximum Internal Pressure

4.4.5.1 MPC Helium Backfill Pressure

The quantity of helium emplaced in the MPC cavity shall be sufficient to produce an operating pressure of 7 atmospheres (absolute) during normal storage at reference conditions (See Table 4.0.1). Thermal analyses performed on the different MPC designs indicate that this operating pressure requires a certain minimum helium backfill pressure (P_b) specified at a reference temperature (70°F). The minimum backfill pressure for each MPC type is provided in Table 4.4.11. A theoretical upper limit on the helium backfill pressure also exists and is defined by the design pressure of the MPC vessel (Table 2.2.1). The upper limit of P_b is also reported in Table 4.4.11. To bound the minimum and maximum backfill pressures listed in Table 4.4.11 with a margin, a helium backfill specification is set forth in Table 4.4.12.

2 An elevation of 1500 feet would be accompanied by an ambient temperature decrease of approximately 5°F, which would decrease cask system temperatures. Thus, actual PCT would be on the order of 5°F lower than reported above.

Two methods are available for ensuring that the appropriate quantity of helium has been placed in an MPC:

i. *By pressure measurement*
ii. *By measurement of helium backfill volume (in standard cubic feet)*

The direct pressure measurement approach is more convenient if the FHD method of MPC drying is used. In this case, a certain quantity of helium is already in the MPC. Because the helium is mixed inside the MPC during the FHD operation, the temperature of the helium gas at the MPC's exit, along with the pressure provides a reliable means to compute the inventory of helium using pressure and temperature gages. A shortfall or excess of helium is adjusted by a calculated raising or lowering of the MPC pressure such that the reference MPC backfill pressure is within the P_b specifications.

When vacuum drying is used as the method for MPC drying, then it is more convenient to fill the MPC by introducing a known quantity of helium (in standard cubic feet) by measuring the quantity of helium introduced using a calibrated mass flow meter or other measuring apparatus. The required quantity of helium is computed by the product of net free volume and helium specific volume at the reference temperature (70^oF) and a target pressure that lies in the mid-range of the P_b specifications.

The net free volume of the MPC is obtained by subtracting B from A, where

A = MPC cavity volume in the absence of contents (fuel and non-fuel hardware) computed from nominal design dimensions

B = Total volume of the contents (fuel including DFCs, if used) based on nominal design dimensions

Using commercially available mass flow totalizers or other appropriate measuring devices, an MPC cavity is filled with the computed quantity of helium.

4.4.5.2 MPC Pressure Calculations

The MPC is initially filled with dry helium after fuel loading and drying prior to installing the MPC closure ring. During normal storage, the gas temperature within the MPC rises to its maximum operating basis temperature. The gas pressure inside the MPC will also increase with rising temperature. The pressure rise is determined using the ideal gas law.

Table 4.4.8 presents a summary of the minimum MPC free volumes determined for each MPC type (MPC-24, MPC-68, MPC-32, and MPC-24E). The MPC maximum gas pressure is computed for a postulated release of fission product gases from fuel rods into this free space. For these scenarios, the amounts of each of the release gas constituents in the MPC cavity are summed and the resulting total pressures determined from the ideal gas law. Based on fission gases release fractions (NUREG

1536 criteria [4.4.1]), rods' net free volume and initial fill gas pressure, maximum gas pressures with 1% (normal), 10% (off-normal) and 100% (accident condition) rod rupture are given in Table 4.4.9. The maximum computed gas pressures reported in Table 4.4.9 are all below the MPC internal design pressures for normal, off-normal and accident conditions specified in Table 2.2.1.

Evaluation of Non-Fuel Hardware

The inclusion of PWR non-fuel hardware (BPRA control elements and thimble plugs) to the PWR baskets influences the MPC internal pressure through two distinct effects. The presence of non-fuel hardware increases the effective basket conductivity, thus enhancing heat dissipation and lowering fuel temperatures as well as the temperature of the gas filling the space between fuel rods. The gas volume displaced by the mass of non-fuel hardware lowers the cavity free volume. These two effects, namely, temperature lowering and free volume reduction, have opposing influence on the MPC cavity pressure. The first effect lowers gas pressure while the second effect raises it. In the HI-STORM thermal analysis, the computed temperature field (with non-fuel hardware excluded) has been determined to provide a conservatively bounding temperature field for the PWR baskets (MPC-24, MPC-24E, and MPC-32). The MPC cavity free space is computed based on volume displacement by the heaviest fuel (bounding weight) with non-fuel hardware included. This approach ensures conservative bounding pressures.

During in-core irradiation of BPRAs, neutron capture by the B-10 isotope in the neutron absorbing material produces helium. Two different forms of the neutron absorbing material are used in BPRAs: Borosilicate glass and B_4C in a refractory solid matrix (Al_2O_3). Borosilicate glass (primarily a constituent of Westinghouse BPRAs) is used in the shape of hollow pyrex glass tubes sealed within steel rods and supported on the inside by a thin-walled steel liner. To accommodate helium diffusion from the glass rod into the rod internal space, a relatively high void volume (~40%) is engineered in this type of rod design. The rod internal pressure is thus designed to remain below reactor operation conditions (2,300 psia and approximately 600°F coolant temperature). The B_4C-Al_2O_3 neutron absorber material is principally used in B&W and CE fuel BPRA designs. The relatively low temperature of the poison material in BPRA rods (relative to fuel pellets) favor the entrapment of helium atoms in the solid matrix.

Several BPRA designs are used in PWR fuel that differ in the number, diameter, and length of poison rods. The older Westinghouse fuel (W-14x14 and W-15x15) has used 6, 12, 16, and 20 rods per assembly BPRAs and the later (W-17x17) fuel uses up to 24 rods per BPRA. The BPRA rods in the older fuel are much larger than the later fuel and, therefore, the B-10 isotope inventory in the 20-rod BPRAs bounds the newer W-17x17 fuel. Based on bounding BPRA rods internal pressure, a large hypothetical quantity of helium (7.2 g-moles/BPRA) is assumed to be available for release into the MPC cavity from each fuel assembly in the PWR baskets. The MPC cavity pressures (including helium from BPRAs) are summarized in Table 4.4.9.

4.4.6 Engineered Clearances to Eliminate Thermal Interferences

Thermal stress in a structural component is the resultant sum of two factors, namely: (i) restraint of free end expansion and (ii) non-uniform temperature distribution. To minimize thermal stresses in

load bearing members, the HI-STORM System is engineered with adequate gaps to permit free thermal expansion of the fuel basket and MPC in axial and radial directions. In this subsection, differential thermal expansion calculations are performed to demonstrate that engineered gaps in the HI-STORM System are adequate to accommodate thermal expansion of the fuel basket and MPC.

The HI-STORM System is engineered with gaps for the fuel basket and MPC to expand thermally without restraint of free end expansion. Differential thermal expansion of the following gaps are evaluated:

a. *Fuel Basket-to-MPC Radial Gap*
b. *Fuel Basket to MPC Axial Gap*
c. *MPC-to-Overpack Radial Gap*
d. *MPC-to-Overpack Axial Gap*

To demonstrate that the fuel basket and MPC are free to expand without restraint, it is required to show that differential thermal expansion from fuel heatup is less than the as-built gaps that exist in the HI-STORM System. For this purpose a suitably bounding temperature profile (T(r)) for the fuel basket is established in Figure 4.4.5 wherein the center temperature (TC) is set at the limit (752°F) for fuel cladding (conservatively bounding assumption) and the basket periphery (TP) conservatively postulated at an upperbound of 600°F (see Table 4.4.6 for the maximum fuel and basket periphery temperatures). To maximize the fuel basket differential thermal expansion, the basket periphery-to-MPC shell temperature difference is conservatively maximized (ΔT = 175°F). From the bounding temperature profile T(r) and ΔT, the mean fuel basket temperature (T1) and MPC shell temperature (T2) are computed as follows:

$$T1 = \frac{\int_0^1 rT(r)dr}{\int_0^1 rdr} = 676°F$$

$$T2 = TP - \Delta T = 425°F$$

The differential radial growth of the fuel basket (Y1) from an initial reference temperature (To = 70°F) is computed as:

$$Y1 = R \times \left[A1 \times (T1 - To) - A2 \times (T2 - To)\right]$$

where:

R = Basket radius (conservatively assumed to be the MPC radius)
A1, A2 = Coefficients of thermal expansion for fuel basket and MPC shell at T1 and T2 respectively for Alloy X (Chapter 1 and Table 3.3.1)

For computing the relative axial growth of the fuel basket in the MPC, bounding temperatures for the fuel basket (TC) and MPC shell temperature T2 utilized above are adopted. The differential

expansion is computed by a formula similar to the one for radial growth after replacing R with basket height (H), which is conservatively assumed to be that of the MPC cavity.

For computing the radial and axial MPC-to-overpack differential expansions, the MPC shell is postulated at its design temperature (Chapter 2, Table 2.2.3) and thermal expansion of the overpack is ignored. Even with the conservative computation of the differential expansions in the manner of the foregoing, it is evident from the data compiled in Table 4.4.10 that the differential expansions are a fraction of their respective gaps.

4.4.7 Evaluation of System Performance for Normal Conditions of Storage

The HI-STORM System thermal analysis is based on a detailed and complete heat transfer model that conservatively accounts for all modes of heat transfer in various portions of the MPC and overpack. The thermal model incorporates conservative features that render the results for long-term storage to be extremely conservative.

Temperature distribution results obtained from this highly conservative thermal model show that the maximum fuel cladding temperature limits are met with adequate margins. Expected margins during normal storage will be much greater due to the conservative assumptions incorporated in the analysis. The long-term impact of decay heat induced temperature levels on the HI-STORM System structural and neutron shielding materials is considered to be negligible. The maximum local MPC basket temperature level is below the recommended limits for structural materials in terms of susceptibility to stress, corrosion and creep-induced degradation. Furthermore, stresses induced due to imposed temperature gradients are within Code limits (See Structural Evaluation Chapter 3). Therefore, it is concluded that the HI-STORM System thermal design is in compliance with 10CFR72 requirements.

Table 4.4.1

EFFECTIVE CONDUCTIVITY OF THE COMPOSITE FUEL BASKET WALLS
(Btu/hr-ft-°F)

	MPC-32		*MPC-24/MPC-24E**		*MPC-68*	
Temperature (°F)	*Thru-Thickness Direction*	*Parallel Plates Direction*	*Thru-Thickness Direction*	*Parallel Plates Direction*	*Thru-Thickness Direction*	*Parallel Plates Direction*
200	*6.000*	*14.65*	*5.676* *4.800***	*13.85* *11.17***	*5.544*	*12.06*
450	*7.260*	*16.12*	*6.864* *5.808***	*15.32* *12.54***	*6.708*	*13.45*
700	*8.316*	*17.20*	*7.884* *6.672***	*16.44* *13.62***	*7.680*	*14.52*

* Lowerbound values reported.
** Effective conductivities of basket peripheral panels.

Table 4.4.2

LIMITING EFFECTIVE CONDUCTIVITIES OF THE RODDED REGION
(Btu/hr-ft-°F)

	PWR Fuel		*BWR FUEL*	
Temperature (°F)	*Planar*	*Axial*	*Planar*	*Axial*
200	*0.257*	*0.753*	*0.282*	*0.897*
450	*0.406*	*0.833*	*0.425*	*0.988*
700	*0.604*	*0.934*	*0.606*	*1.104*

Table 4.4.3

MPC BASKET EFFECTIVE THERMAL CONDUCTIVITIES
(Btu/hr-ft-^{o}F)

	MPC-32		*MPC-24/MPC-24E**		*MPC-68*	
Temperature (^{o}F)	*Planar*	*Axial***	*Planar*	*Axial***	*Planar*	*Axial***
200	*1.061*	*1.773*	*1.143*	*2.427*	*1.073*	*2.186*
450	*1.324*	*1.933*	*1.554*	*2.666*	*1.307*	*2.379*
700	*1.603*	*2.079*	*2.047*	*2.870*	*1.550*	*2.548*

** Lowerbound values reported.*
*** Conductivities are conservatively understated.*

Table 4.4.4

COMPARISON OF 3-D AND AXISYMMETRIC MODEL SOLUTIONS

Regionalized Loading Parameter (X)	*Peak Clad Temperature, ^{o}F*		
	Axisymmetric Solution	*3-D Solution*	*Relative Conservatism in the Axisymmetric Model, ^{o}F*
MPC-68			
0.5	*728*	~~688~~697	~~40~~31
1	*719*	~~683~~692	~~36~~27
2	*708*	~~670~~684	~~38~~24
3	*700*	~~671~~678	~~29~~22
MPC-32			
0.5	*720*	~~710~~711	~~10~~9
1	*715*	~~706~~707	~~9~~8
2	*716*	~~704~~706	~~12~~10
3	*713*	~~702~~704	~~11~~9

Table 4.4.5

MATRIX OF HI-STORM SYSTEM THERMAL EVALUATIONS

Scenario	*Description*	*Ultimate Heat Sink*	*Analysis Type*	*Principal Input Parameters*	*Results in FSAR Subsection*
1	*Long Term Normal*	*Ambient*	*SS*	N_T, Q_D, *ST*, *SC*, I_O	*4.4.4*
2	*Off-Normal Environment*	*Ambient*	*SS(B)*	O_T, Q_D, *ST*, *SC*, I_O	*4.6.1*
3	*Extreme Environment*	*Ambient*	*SS(B)*	E_T, Q_D, *ST*, *SC*, I_O	*4.6.2*
4	*Partial Ducts Blockage*	*Ambient*	*SS(B)*	N_T, Q_D, *ST*, *SC*, $I_{1/2}$	*4.6.1*
5	*All Inlets Ducts Blocked*	*Overpack*	*TA*	N_T, Q_D, *ST*, *SC*, I_C	*4.6.2*
6	*Fire Accident*	*Overpack*	*TA*	Q_D, *F*	*4.6.2*
7	*Burial Under Debris*	*Overpack*	*AH*	Q_D	*4.6.2*

Legend:

N_T *- Maximum Annual Average (Normal) Temperature (80°F)*
O_T *- Off-Normal Temperature (100°F)*
E_T *- Extreme Hot Temperature (125°F)*
Q_D *- Design Basis Maximum Heat Load*
SS - Steady State
SS(B) - Bounding Steady State
TA - Transient Analysis
AH - Adiabatic Heating

I_O *- All Inlet Ducts Open*
$I_{1/2}$ *- Half of Inlet Ducts Open*
I_C *- All Inlet Ducts Closed*
ST - Insolation Heating (Top)
SC - Insolation Heating (Curved)
F - Fire Heating (1475°F)

Table 4.4.6

MAXIMUM MPC TEMPERATURES FOR LONG-TERM NORMAL STORAGE CONDITION[3]

Component	*Temperature, °F*	
	MPC-32	*MPC-68*
Fuel Cladding	~~710~~711	~~688~~697
MPC Basket	~~707~~708	~~682~~692
Basket Periphery	~~591~~604	~~559~~566
MPC Shell	~~467~~469	~~452~~452

Table 4.4.7

BOUNDING HI-STORM OVERPACK TEMPERATURES FOR LONG-TERM NORMAL STORAGE[4]

Component	*Local Section Temperature*[5]*, °F*
Inner shell	~~321~~322
Outer shell	~~186~~174
Lid bottom plate	~~293~~302
Lid top plate	~~188~~190
Overpack Body Concrete	~~254~~248
Overpack Lid Concrete	~~253~~246
Area Averaged *Air outlet*[6]	~~224~~235

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3 *The temperatures reported in this table (all at X = 0.5) are below the design temperatures specified in Chapter 2, Table 2.2.3.*

4 *The temperatures reported in this table (all for MPC-32 at X = 0.5) are below the design temperatures specified in Chapter 2, Table 2.2.3.*

5 *Section temperature is defined as the through-thickness average temperature.*

6 Reported herein for the option of temperature measurement surveillance of outlet ducts air temperature as set forth in the Technical Specifications.

Table 4.4.8

SUMMARY OF MPC FREE VOLUME CALCULATIONS

Item	*Volume (MPC-24) [ft^3]*	*Volume (MPC-24E) [ft^3]*	*Volume (MPC-32) [ft^3]*	*Volume (MPC-68) [ft^3]*
Cavity Volume	*367.9*	*367.9*	*367.9*	*367.3*
Basket Metal Volume	*44.3*	*51.4*	*24.9*	*34.8*
Bounding Fuel Assemblies Volume	*78.8*	*78.8*	*105.0*	*93.0*
Basket Supports and Fuel Spacers Volume	*6.1*	*6.1*	*9.0*	*11.3*
*Net Free Volume**	*238.7 (6,759 liters)*	*231.6 (6,558 liters)*	*229 (6,484 liters)*	*228.2 (6,462 liters)*

** Net free volumes are obtained by subtracting basket, fuel, supports and spacers metal volume from cavity volume. The free volumes used for MPC internal pressure calculations are conservatively understated.*

Table 4.4.9

*SUMMARY OF MPC INTERNAL PRESSURES UNDER LONG-TERM STORAGE**

Condition	*MPC-24**** *(psig)*	*MPC-24E**** *(psig)*	*MPC-32* *(psig)*	*MPC-68* *(psig)*
*Initial backfill*** *(at 70°F)*	48.5~~47.5~~	48.5~~47.5~~	48.5~~47.5~~	48.5~~47.5~~
Normal: *intact rods* *1% rods rupture*	99.0 100.0 ~~96.9~~ ~~97.6~~	99.0 99.7~~96.9~~ ~~97.6~~	99.0 99.7~~96.9~~ ~~97.9~~	96.8 97.2~~94.4~~ ~~94.9~~
Off-Normal *(10% rods rupture)*	106.0 ~~103.9~~	106.2 ~~104.1~~	108.7 ~~106.6~~	101.2 ~~98.8~~
Accident *(100% rods rupture)*	169.3 ~~167.0~~	171.5 ~~169.2~~	196.4 ~~194.1~~	141.1 ~~138.5~~

** Per NUREG-1536, pressure analyses with ruptured fuel rods (including BPRA rods for PWR fuel) is performed with release of 100% of the ruptured fuel rod fill gas and 30% of the significant radioactive gaseous fission products.*

*** Conservatively assumed at the Tech. Spec. maximum value (See Table 4.4.12).*

**** Pressure calculations use the bounding MPC-32 temperature field.*

Table 4.4.10

SUMMARY OF HI-STORM DIFFERENTIAL THERMAL EXPANSIONS

Gap Description	*Cold Gap U (in)*	*Differential Expansion V (in)*	*Is Free Expansion Criterion Satisfied (i.e., U > V)*
Fuel Basket-to-MPC Radial Gap	*0.1875*	*0.096*	*Yes*
Fuel Basket-to-MPC Axial Gap	*1.25*	*0.499*	*Yes*
MPC-to-Overpack Radial Gap	*0.5*	*0.139*	*Yes*
MPC-to-Overpack Minimum Axial Gap	*1.0*	*0.771*	*Yes*

Table 4.4.11

THEORETICAL LIMITS OF MPC HELIUM BACKFILL PRESSURE***

MPC	*Minimum Backfill Pressure (psig)*	*Maximum Backfill Pressure (psig)*
MPC-32/24/24E	*44.1*	49.1~~2~~
MPC-68	45.2~~43.9~~	50.3~~7~~

** The helium backfill pressures are set forth in the Technical Specifications with a margin (See Table 4.4.12).*

*** The pressures tabulated herein are at a reference gas temperature of 70^{o}F.*

Table 4.4.12

MPC HELIUM BACKFILL PRESSURE SPECIFICATIONS

Item	*Specification*
Minimum Pressure	45~~4~~.5 *psig @ 70^{o}F Reference Temperature*
Maximum Pressure	4~~7~~8.5 *psig @ 70^{o}F Reference Temperature*

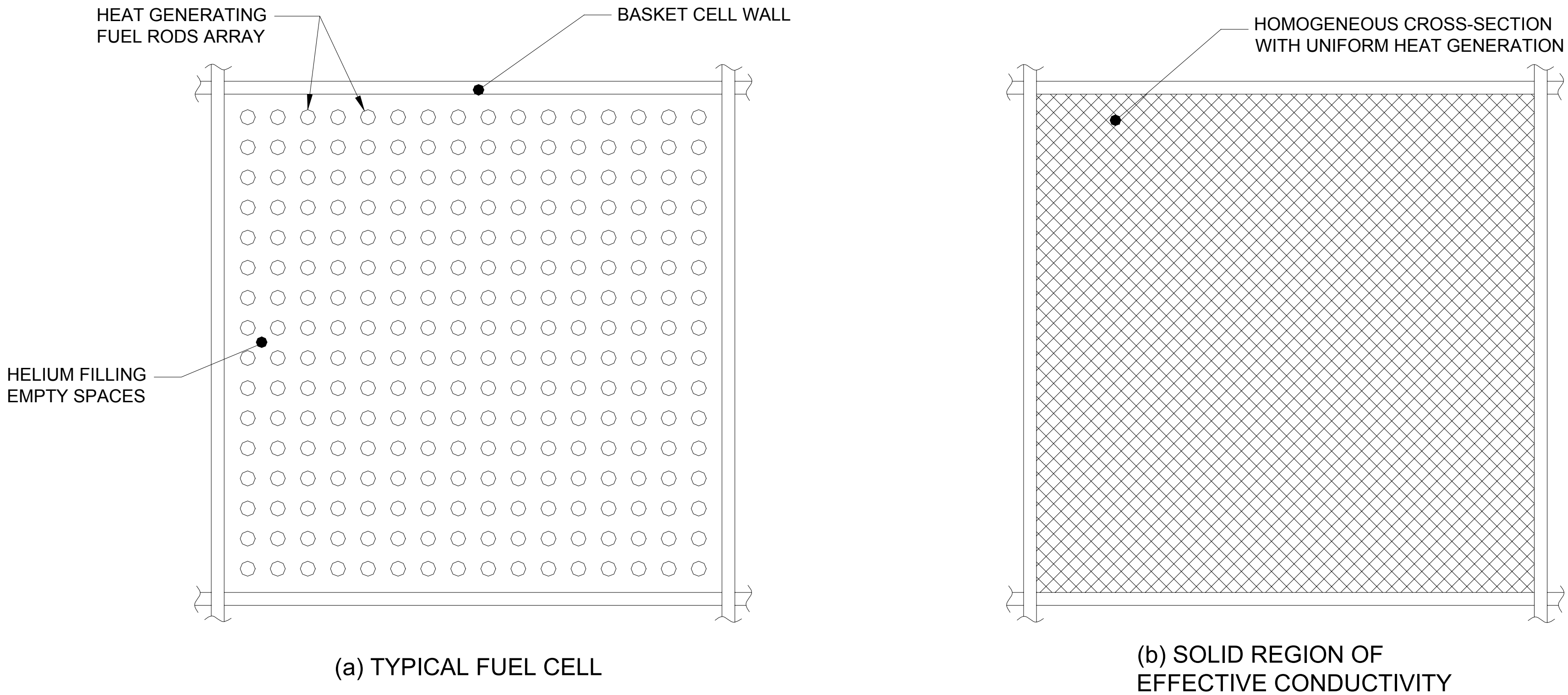

FIGURE 4.4.1: HOMOGENIZATION OF THE STORAGE CELL CROSS-SECTION

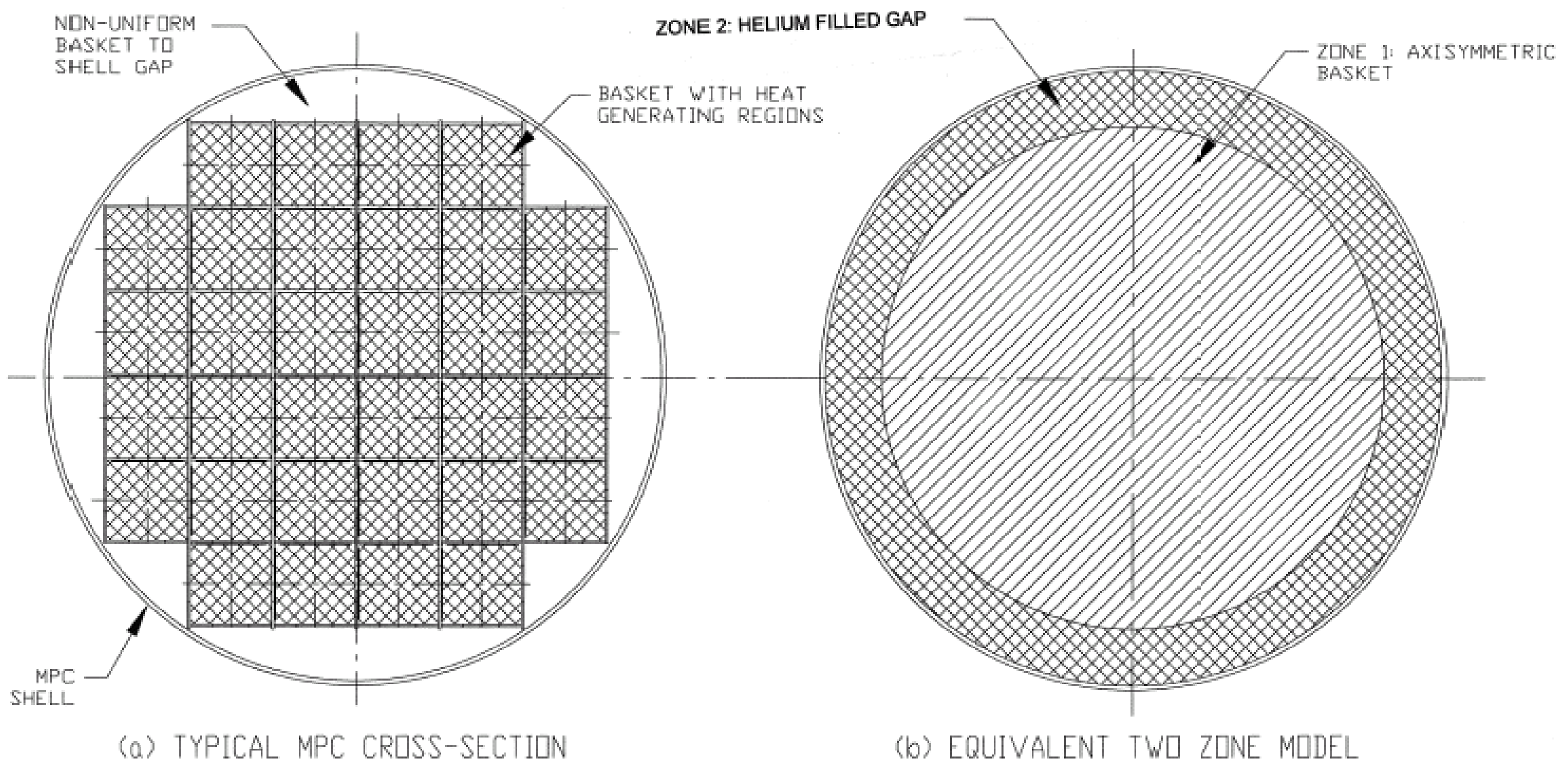

FIGURE 4.4.2: MPC CROSS-SECTION REPLACED WITH AN EQUIVALENT TWO ZONE AXISYMMETRIC BODY

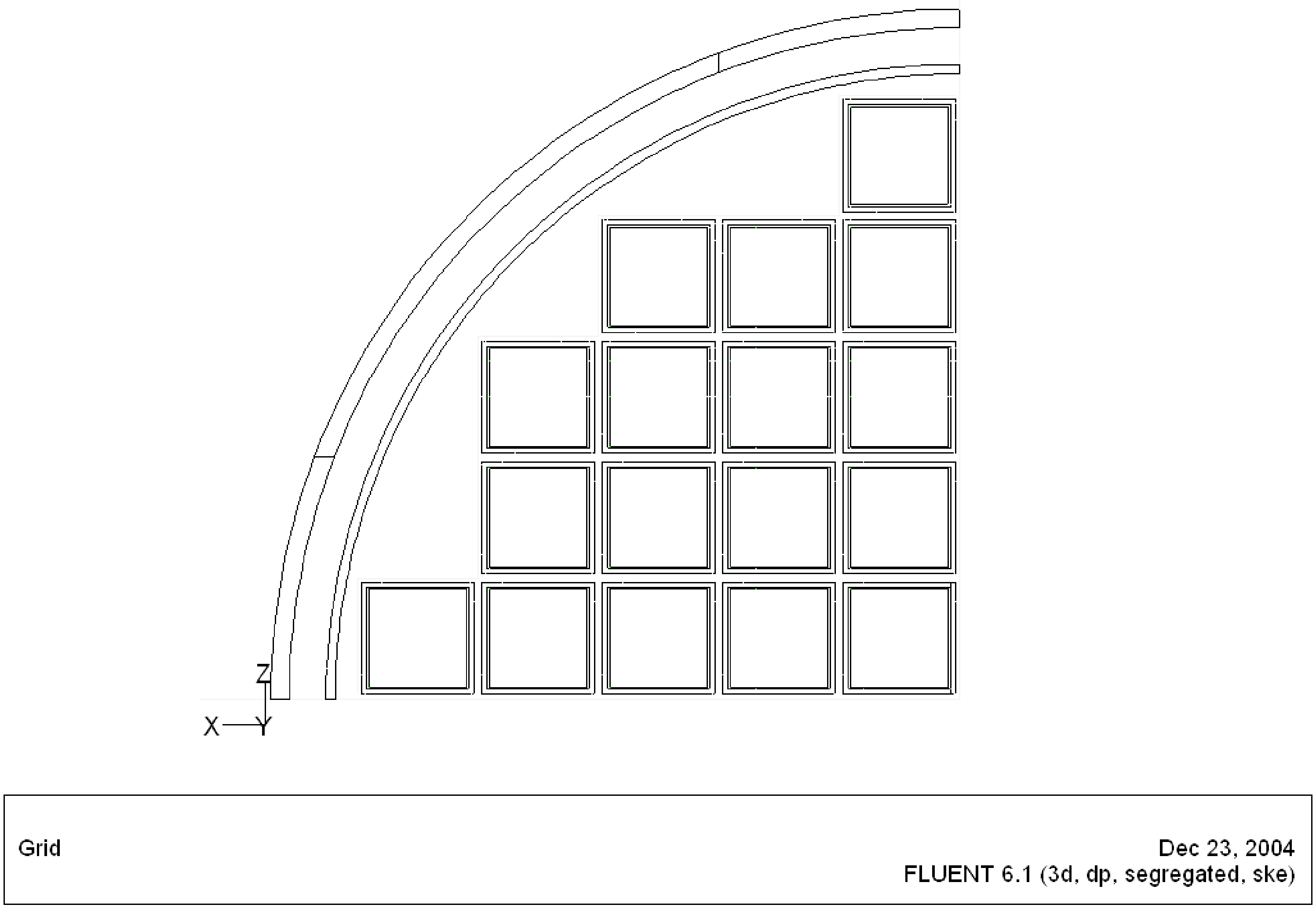

FIGURE 4.4.3: PLANAR VIEW OF HI-STORM MPC-68 QUARTER SYMMETRIC 3-D MODEL

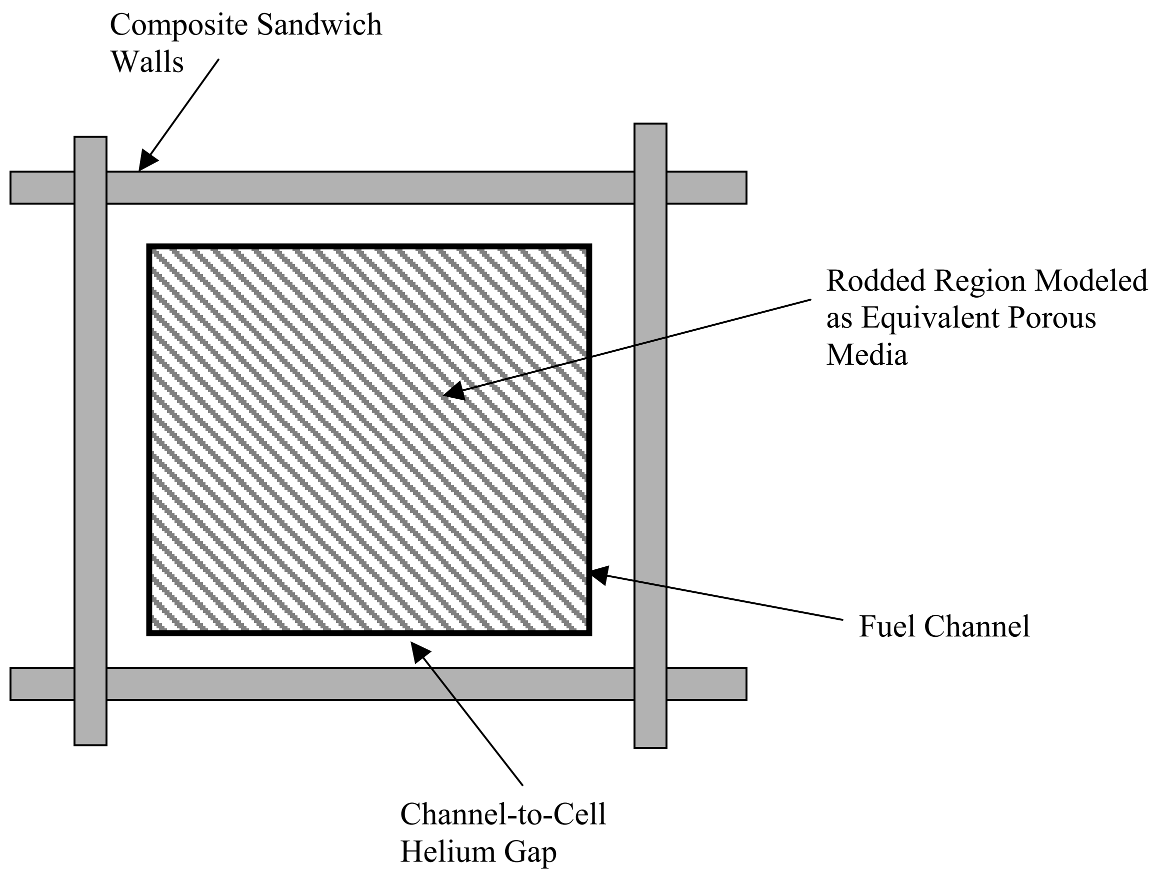

FIGURE 4.4.4: CLOSEUP VIEW OF THE MPC-68 CHANNELED FUEL CELL SPACES

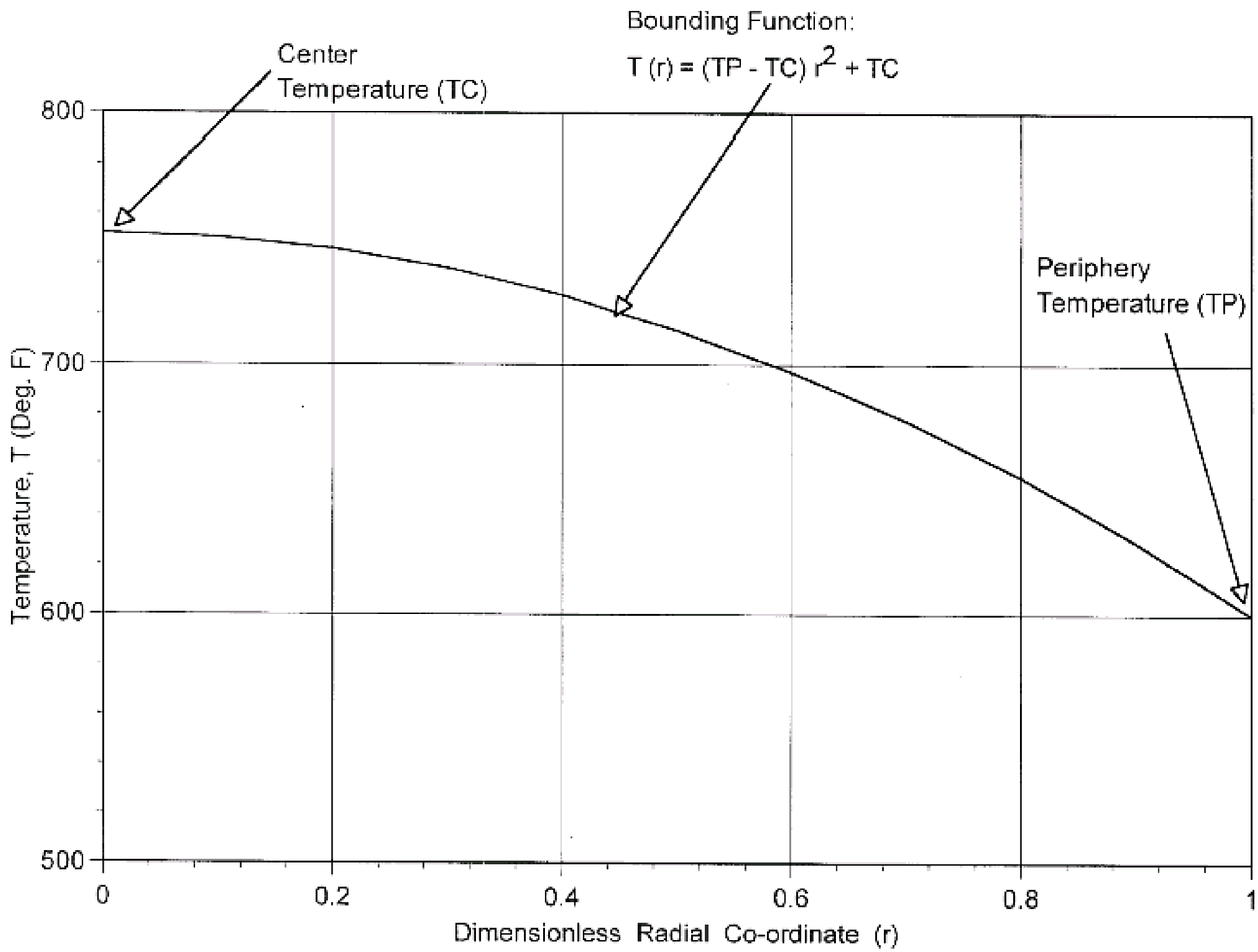

FIGURE 4.4.5: BOUNDING BASKET TEMPERATURE PROFILE FOR DIFFERENTIAL EXPANSION

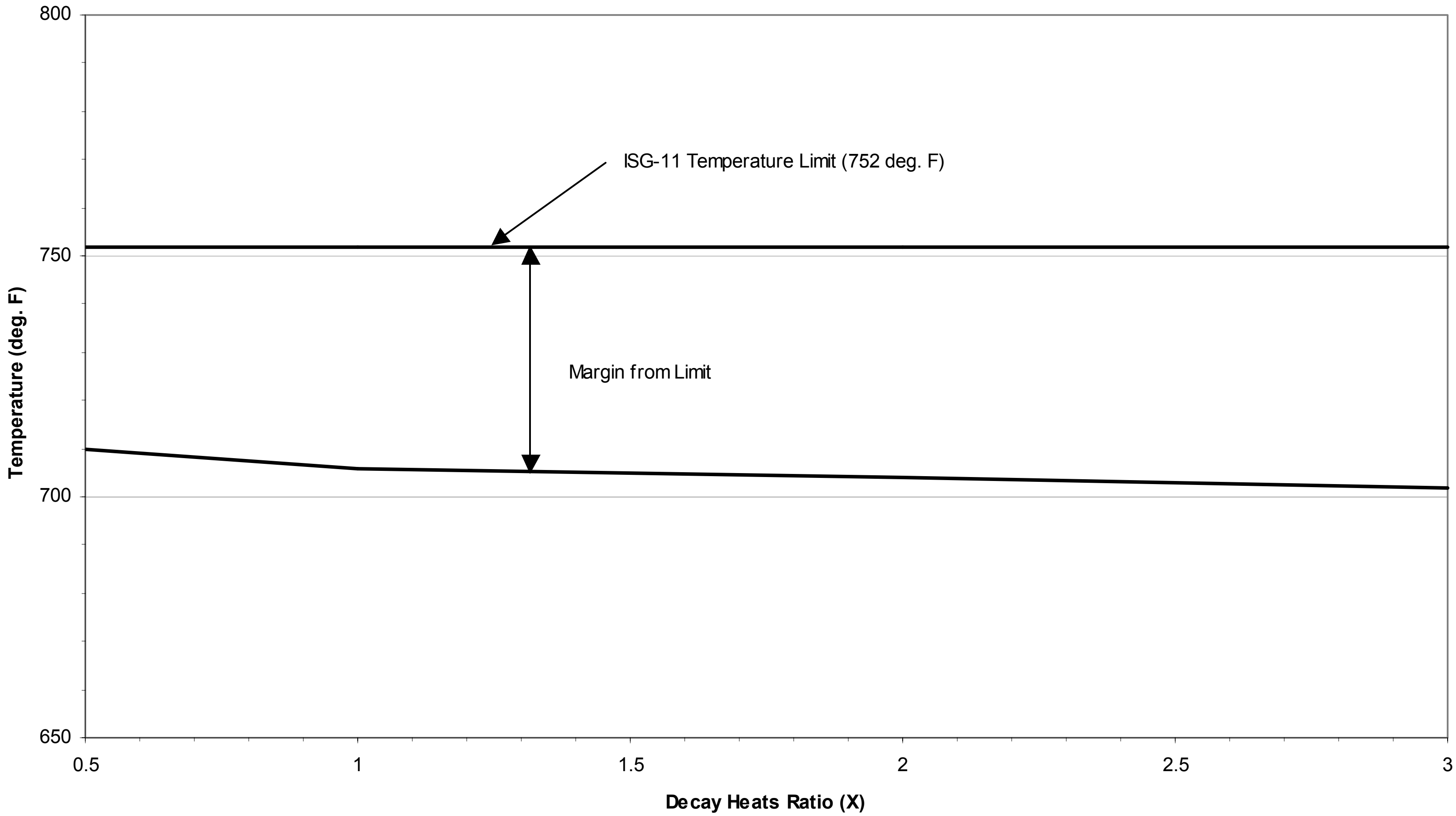

FIGURE 4.4.6: PEAK CLADDING TEMPERATURE VARIATION IN REGIONALIZED STORAGE (MPC 32)

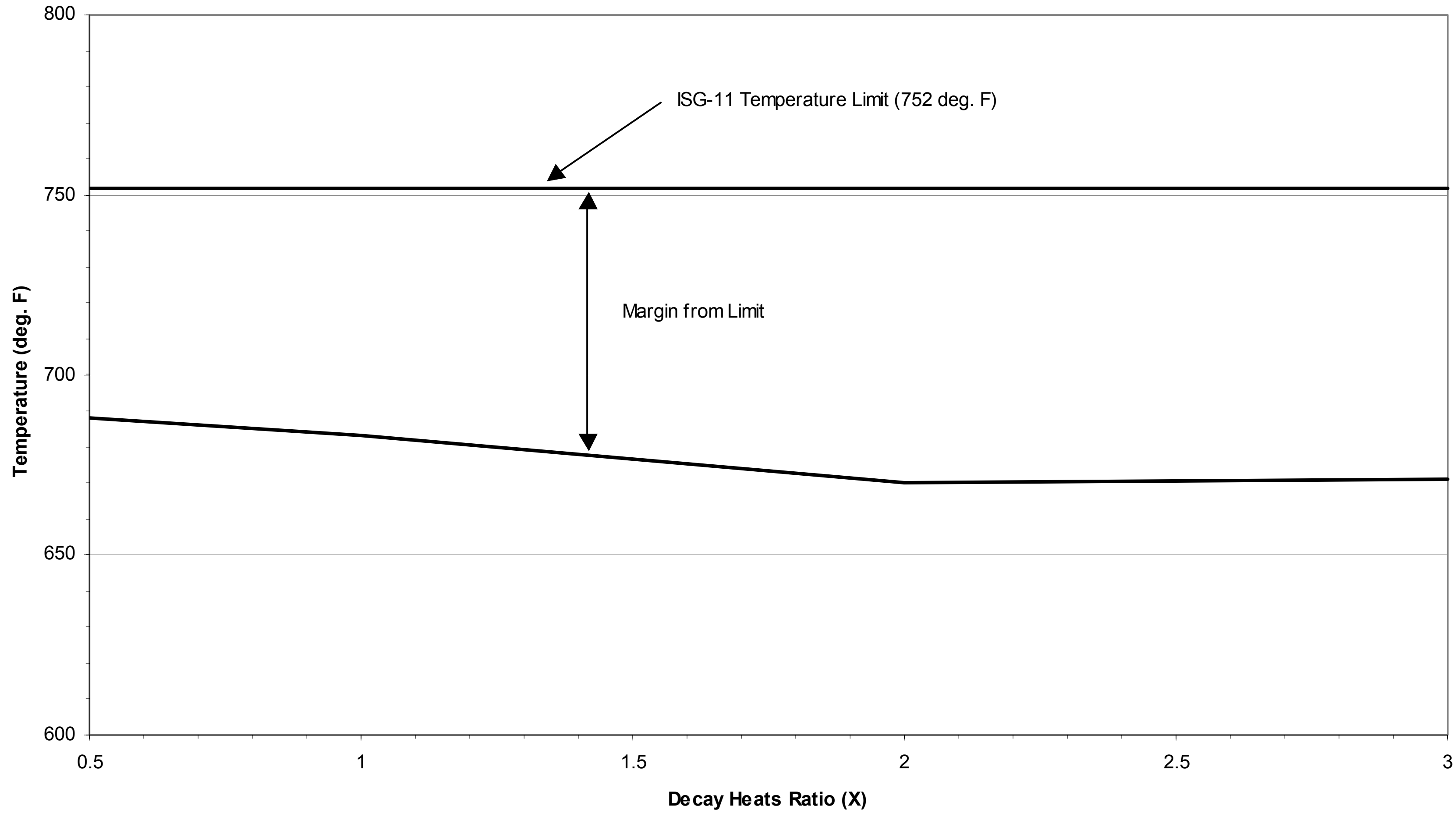

FIGURE 4.4.7: PEAK CLADDING TEMPERATURE VARIATION IN REGIONALIZED STORAGE (MPC-68)

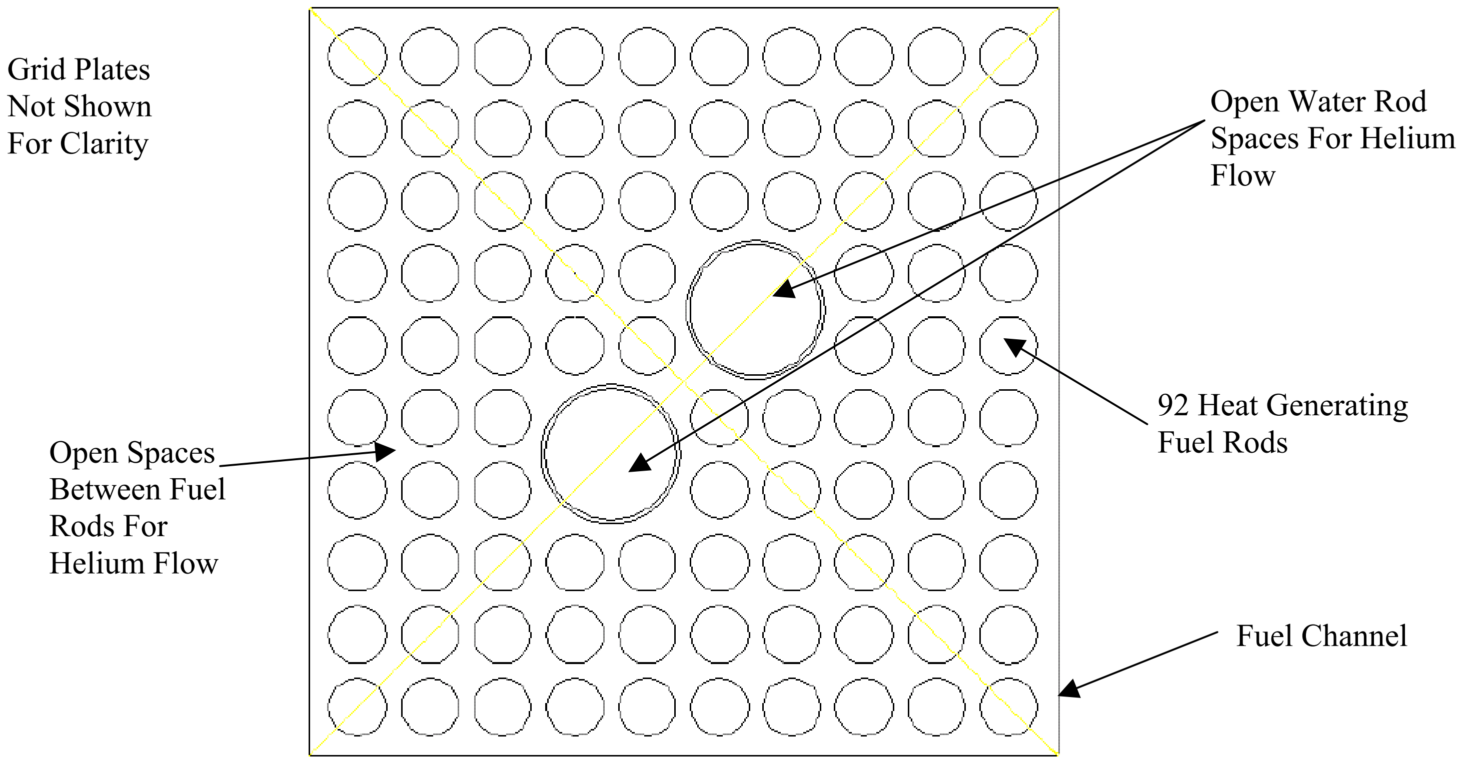

FIGURE 4.4.8: 3-D GE-12 FUEL ASSEMBLY THERMAL MODEL (PLANAR VIEW)

4.5 THERMAL EVALUATION OF SHORT TERM OPERATIONS

Prior to placement in a HI-STORM overpack, an MPC must be loaded with fuel, outfitted with closures, dewatered, dried, backfilled with helium and transported to the HI-STORM module. In the unlikely event that the fuel needs to be returned to the spent fuel pool, these steps must be performed in reverse. Finally, if required, transfer of a loaded MPC between HI-STORM overpacks or between a HI-STAR transport overpack and a HI-STORM storage overpack must be carried out in an assuredly safe manner. All of the above operations, henceforth referred to as "short term operations", are short duration events that would likely occur no more than once or twice for an individual MPC.

The device central to all of the above operations is the HI-TRAC transfer cask that, as stated in Chapter 1, is available in two anatomically similar weight ratings (100- and 125-ton). The HI-TRAC transfer cask is a short-term host for the MPC; therefore it is necessary to establish that, during all thermally challenging operation events involving either the 100-ton or 125-ton HI-TRAC, the permissible temperature limits presented in Section 4.3 are not exceeded. The following discrete thermal scenarios, all of short duration, involving the HI-TRAC transfer cask have been identified as warranting thermal analysis.

- *i. Post-Loading Wet Transfer Operations*
- *ii. MPC Cavity Drying*
- *iii. Normal Onsite Transport in a Vertical Orientation*
- *iv. MPC Cooldown and Reflood for Unloading Operations*

Onsite transport of the MPC occurs with the HI-TRAC in the vertical orientation, which preserves the thermosiphon action within the MPC. To avoid excessive temperatures, transport with the HI-TRAC in the horizontal condition is generally not permitted. However, it is recognized that an occasional downending of a HI-TRAC may become necessary to clear an obstruction such as a low egress bay door opening. In such a case the operational imperative for HI-TRAC downending must be ascertained and the permissible duration of horizontal configuration must be established on a site-specific basis and compliance with the thermal limits of ISG-11 [4.1.4] must be demonstrated as a part of the site-specific safety evaluation.

To ensure a bounding evaluation for the array of fuel storage configurations permitted in Section 2.1, a limiting storage condition is evaluated in this section. The limiting storage condition[1] is determined in Table 4.4.4 to be MPC-68 (based on the bounding axisymmetric thermal model) with regionalization parameter X = 0.5.

1 *Limiting fuel storage condition is defined as the fuel loading scenario that yields the highest computed fuel temperatures. From the array of analyses presented on Section 4.4, it is found that the highest clad temperatures co-incidentally occur with the highest permitted MPC heat load (i.e. for X = 0.5). Therefore the limiting scenario also yields the highest confinement boundary and overpack temperatures.*

The fuel handling operations listed above place a certain level of constraint on the dissipation of heat from the MPC relative to the normal storage condition. Consequently, for some scenarios, it is necessary to provide additional cooling when certain threshold heat loads are exceeded. For such situations, the Supplemental Cooling System (SCS) is required to provide additional cooling during short term operations. The SCS is required by the CoC for any MPC carrying one or more high burnup fuel assemblies when the MPC heat load is in excess of a conservatively postulated threshold (Q^* = 25 kW). For compliance with this specification, the MPC heat load is computed based on the discussion provided in Section 2.1 for uniform loading. In accordance with Section 2.1, the MPC heat load (Q) is computed by multiplying the number of fuel storage cells by the decay heat of the most emissive assembly loaded for storage. The SCS is required when Q exceeds Q^*. The specific design of an SCS must accord with site-specific needs and resources, including the availability of plant utilities. However, a set of specifications to ensure that the performance objectives of the SCS are satisfied by plant-specific designs are set forth in Appendix 2.C.

The short term operations listed above are described and evaluated in the following subsections. A map of HI-TRAC thermal evaluations is provided in Table 4.5.1.

4.5.1 <u>HI-TRAC Thermal Model</u>

The HI-TRAC transfer cask is used to load and unload the HI-STORM concrete storage overpack, including onsite transport of the MPCs from the loading facility to an ISFSI. Section views of the HI-TRAC have been presented in Chapter 1. Within a loaded HI-TRAC, heat generated in the MPC is transported from the contained fuel assemblies to the MPC shell in the manner described in Section 4.4. From the outer surface of the MPC to the ambient air, heat is transported by a combination of conduction, thermal radiation and natural convection. The axi-symmetric thermal model used for modeling the MPC is described in Section 4.4 and adopted for evaluation of short-term operations in a HI-TRAC overpack. Thermal modeling of the HI-TRAC transfer overpack is provided in this subsection.

Two HI-TRAC transfer cask designs, namely, the 125-ton and the 100-ton versions, are developed for onsite handling and transport, as discussed in Chapter 1. The two designs are principally different in terms of lead thickness and the thickness of radial connectors in the water jacket region. The analytical model developed for HI-TRAC thermal characterization conservatively accounts for these differences by applying the higher shell thickness and thinner radial connectors' thickness to the model. In this manner, the HI-TRAC overpack resistance to heat transfer is overestimated, resulting in higher predicted MPC internals and fuel cladding temperature levels.

The 100-ton and 125-ton HI-TRAC designs incorporate 2.5 inch and 4.5 inch annular spaces, respectively, formed between a 3/4-inch thick steel inner shell and a 1-inch thick steel outer shell. To ensure that lead forms a heat conduction continuum in the HI-TRAC body, solid lead bricks are not utilized in Holtec transfer casks. Rather, lead is poured in a molten state. The interior steel surfaces are cleaned, sandblasted and fluxed in preparation for the molten lead that will be poured in the annular cavity. The appropriate surface preparation technique is essential to ensure that molten lead sticks to the steel surfaces, which will form a metal to lead bond upon solidification. The molten

lead is poured to fill the annular cavity. The molten lead in the immediate vicinity of the steel surfaces, upon cooling by the inner and outer shells, solidifies forming a melt-solid interface. The initial formation of a gap-free interfacial bond between the solidified lead and steel surfaces initiates a process of lead crystallization from the molten pool onto the solid surfaces. Static pressure from the column of molten lead further aids in retaining the solidified lead layer to the steel surfaces. The melt-solid interface growth occurs by freezing of successive layers of molten lead as the heat of fusion is dissipated by the solidified metal and steel structure enclosing it. This growth stops when all the molten lead is used up and the annulus is filled with a solid lead plug. The shop fabrication procedures, developed in conjunction with the manufacture of the HI-TRAC transfer casks contain detailed step-by-step instructions devised to eliminate the incidence of annular gaps in the lead space of the HI-TRAC. Accordingly the HI-TRAC transfer cask lead spaces are treated in the thermal models as continuous media.

Transport of heat within HI-TRAC occurs through multiple concentric layers of air, steel and shielding materials. From the surface of the enclosure shell heat is rejected to the atmosphere by natural convection and radiation.

A small diametral air gap exists between the outer surface of the MPC and the inner surface of the HI-TRAC overpack. Heat is transported across this gap by the parallel mechanisms of conduction and thermal radiation. Assuming that the MPC is centered and does not contact the transfer overpack walls conservatively minimizes heat transport across this gap. Thermal expansion would act to minimize this gap. At operating conditions, this gap would be quite small. For the purposes of evaluating heat transport across this gap, however, it is conservatively assumed that the gap is reduced to one-half of its nominal value. Heat is transported through the cylindrical wall of the HI-TRAC transfer overpack by conduction through successive layers of steel, lead and steel. A water jacket, which provides neutron shielding for the HI-TRAC overpack, surrounds the cylindrical steel wall. The water jacket is essentially an array of carbon steel radial ribs with welded, connecting enclosure plates. Heat is dissipated by conduction and natural convection in the water cavities and by conduction in the radial ribs. Heat is passively rejected to the ambient from the outer surface of the HI-TRAC transfer overpack by natural convection and thermal radiation.

The HI-TRAC bottom is conservatively modeled as an insulated surface. The HI-TRAC top lid and sides are modeled as insolation heated surfaces cooled by convection and radiation. Insolation on exposed surfaces is conservatively based on 12-hour insolation inputs from 10CFR71 averaged on a 24-hour basis.

4.5.1.1 Effective Thermal Conductivity of Water Jacket

The HI-TRAC water jacket is composed of an array of radial ribs equispaced along the circumference of the HI-TRAC. Enclosure plates are welded to these ribs, creating an array of water compartments. Holes in the radial ribs connect all the individual compartments in the water jacket. The annular region between the HI-TRAC outer shell and the enclosure shell is an array of steel ribs and water spaces.

The effective radial thermal conductivity of this array of steel ribs and water spaces is determined by combining the heat transfer resistance of individual components (steel ribs and water spaces) in a parallel network. A bounding calculation is assured by using a minimum available metal thickness (product of number of radial ribs and rib thickness) for radial heat transfer.

The water in the jacket is free to move under the effects of buoyancy forces. The effect of this water motion on heat transfer is characterized by the Nusselt number (Nu), which can be defined as follows for a vertical enclosure [4.5.1]:

$$Nu = 0.046 \times Ra^{1/3}$$

where Ra is the Rayleigh number. For a conservatively determined Rayleigh number, based on the radial width of the water space, the Nusselt number for the water in the water jacket is approximately 79. This value is used as a multiplier on the thermal conductivity of water in the water jacket to reflect the effects of water motion on heat transfer in this region.

4.5.1.1.2 *Heat Rejection from Overpack Exterior Surfaces*

The following relationship is used for modeling heat loss from exposed cask surfaces:

$$q_s = 0.19\,(T_s - T_A)^{4/3} + 0.1714\varepsilon\,[(\frac{T_s + 460}{100})^4 - (\frac{T_A + 460}{100})^4]$$

where:

T_S = *cask surface temperatures (°F)*
T_A = *ambient atmospheric temperature (°F)*
q_s = *surface heat flux (Btu/ft^2×hr)*
ε = *surface emissivity*

The second term in this equation the Stefan-Boltzmann formula for thermal radiation from an exposed surface to ambient. The first term is the natural convection heat transfer correlation recommended by Jacob and Hawkins [4.2.9]. This correlation is appropriate for turbulent natural convection from vertical surfaces, such as the vertical overpack wall. Although the ambient air is conservatively assumed to be quiescent, the natural convection is nevertheless turbulent.

Turbulent natural convection correlations are suitable for use when the product of the Grashof and Prandtl (Gr×Pr) numbers exceeds 10^9. This product can be expressed as $L^3 \times \Delta T \times Z$, where L is the characteristic length, ΔT is the surface-to-ambient temperature difference, and Z is a function of the surface temperature. The characteristic length of a vertically oriented HI-TRAC is its height of approximately 17 feet. The value of Z, conservatively taken at a surface temperature of 340°F, is 2.6×10^5. Solving for the value of ΔT that satisfies the equivalence $L^3 \times \Delta T \times Z = 10^9$ yields ΔT = 0.78°F. The natural convection will be turbulent, therefore, provided the surface to air temperature difference is greater than or equal to 0.78°F.

4.5.1.3 <u>Determination of Solar Heat Input</u>

The thermal evaluations use the 10CFR71 specified 12-hour insolation as a 24-hour averaged heat flux on exposed HI-TRAC surfaces. This is appropriate, as the HI-TRAC cask possesses a considerable thermal inertia that precludes it from reaching steady state during a 12-hour insolation period.

4.5.2 <u>Maximum Time Limit During Wet Transfer Operations</u>

In accordance with NUREG-1536, water inside the MPC cavity during wet transfer operations is not permitted to boil. Consequently, uncontrolled pressures in the de-watering, purging, and recharging system that may result from two-phase conditions are completely avoided. This requirement is accomplished by imposing a limit on the maximum allowable time duration for fuel to be submerged in water after a loaded HI-TRAC cask is removed from the pool and prior to the start of vacuum drying operations.

Fuel loading operations are typically conducted with the HI-TRAC and it's contents (water filled MPC) submerged in pool water. Under these conditions, the HI-TRAC is essentially at the pool water temperature. When the HI-TRAC transfer cask and the loaded MPC under water-flooded conditions is removed from the pool, the water, fuel, MPC and HI-TRAC metal absorb the decay heat emitted by the fuel assemblies. This results in a slow temperature rise of the HI-TRAC with time, starting from an initial (pool water) temperature. The rate of temperature rise is limited by the thermal inertia of the HI-TRAC system. To enable a bounding heat-up rate determination, the following conservative assumptions are utilized:

- *i.* *Heat loss by natural convection and radiation from the exposed HI-TRAC surfaces to ambient air is neglected (i.e., an adiabatic heat-up calculation is performed).*
- *ii.* *Design maximum decay heat input from the loaded fuel assemblies is assumed.*
- *iii.* *The smaller of the two (i.e., 100-ton and 125-ton) HI-TRAC transfer cask designs is credited in the analysis. The 100-ton design has a significantly smaller quantity of metal mass, which will result in a higher rate of temperature rise.*
- *iv.* *The water mass in the MPC cavity is understated.*

Table 4.5.2 summarizes the weights and thermal inertias of several components in the loaded HI-TRAC transfer cask. The rate of temperature rise of the HI-TRAC transfer cask and contents during an adiabatic heat-up is governed by the following equation:

$$\frac{dT}{dt} = \frac{Q}{C_h}$$

where:

- Q = *conservatively bounding heat load (Btu/hr) [38 kW = 1.3x10^5 Btu/hr]*
- C_h = *thermal inertia of a loaded HI-TRAC (Btu/°F)*
- T = *temperature of the HI-TRAC cask (°F)*
- t = *time after HI-TRAC transfer cask is removed from the pool (hr)*

A bounding heat-up rate for the HI-TRAC transfer cask contents is determined to be equal to 4.99°F/hr. From this adiabatic rate of temperature rise estimate, the maximum allowable time duration (t_{max}) for fuel to be submerged in water is determined as follows:

$$t_{max} = \frac{T_{boil} - T_{initial}}{(dT/dt)}$$

where:

- T_{boil} = *boiling temperature of water (equal to 212°F at the water surface in the MPC cavity)*
- $T_{initial}$ = *initial HI-TRAC temperature when the transfer cask is removed from the pool*

Table 4.5.3 provides a summary of t_{max} at several representative initial temperatures.

As set forth in the HI-STORM operating procedures, in the unlikely event that the maximum allowable time provided in Table 4.5.3 is found to be insufficient to complete all wet transfer operations, a forced water circulation shall be initiated and maintained to remove the decay heat from the MPC cavity. In this case, relatively cooler water will enter via the MPC lid drain port connection and heated water will exit from the vent port. The minimum water flow rate required to maintain the MPC cavity water temperature below boiling with an adequate subcooling margin is determined as follows:

$$M_W = \frac{Q}{C_{pW}\,(T_{max} - T_{in})}$$

where:

- M_W = *minimum water flow rate (lb/hr)*
- C_{pw} = *water heat capacity (Btu/lb-°F)*
- T_{max} = *maximum MPC cavity water mass temperature*
- T_{in} = *temperature of pool water supply to MPC*

With the MPC cavity water temperature limited to 150°F, MPC inlet water maximum temperature equal to 125°F and at the design basis maximum heat load, the water flow rate is determined to be 5210 lb/hr (10.5 gpm).

4.5.3 *MPC Temperatures During Moisture Removal Operations*

4.5.3.1 *Vacuum Drying Operation*

The initial loading of SNF in the MPC requires that the water within the MPC be drained and replaced with helium. For MPCs containing moderate burnup fuel assemblies only, this operation may be carried out using the conventional vacuum drying approach. In this method, removal of the last traces of residual moisture from the MPC cavity is accomplished by evacuating the MPC for a short time after draining the MPC. Vacuum drying of MPCs containing any high burnup fuel assemblies is not permitted. High burnup fuel drying is performed by a forced flow helium drying process as described in Appendix 2.B.

Prior to the start of the MPC draining operation, both the HI-TRAC annulus and the MPC are full of water. The presence of water in the HI-TRAC annulus ensures adequate fuel cooling even under high vacuum (~1 torr) for extended durations. As the heat generating active fuel length is uncovered during MPC draining operation, the fuel and basket mass will undergo a gradual heat up from the initially cold conditions when the heated surfaces were submerged under water.

Vacuum drying is evaluated assuming the MPC space is filled with water vapor at a very low pressure (1 torr) and bounding steady state temperatures have reached. For allowing vacuum drying of MBF without time limit restrictions MPC dependent threshold heat load are specified below:

MPC-24/24E: 29 kW
MPC-32: 26 kW
MPC-68: 26 kW

For total decay heat loads up to threshold heat loads, vacuum drying of the MPC is permitted with the annular gap between the MPC and the HI-TRAC filled with water. The presence of water in this annular gap will maintain the MPC shell temperature approximately equal to the saturation temperature of the annulus water. In the vacuum drying thermal analysis a bounding MPC shell temperature (232°F) is conservatively assumed. Axisymmetric FLUENT thermal models of the PWR and BWR MPCs (MPC-24/24E, MPC-32 and MPC-68) are constructed, employing the following bounding assumptions:

i. *Bounding steady-state condition.*

ii. *The MPC shell is postulated to be at a bounding maximum temperature of 232°F.*

iii. *The top surface of the MPC is cooled to the ambient*

iv. *The bottom surface of the MPC is insulated.*

An axisymmetric FLUENT thermal model of the MPC is constructed for vacuum drying of moderate burnup fuel[2]*. Each MPC is analyzed at its respective threshold heat load defined previously and fuel cladding temperatures below prescribed limit for MBF (Table 4.3.1) confirmed.*

4.5.3.2 <u>Forced Helium Dehydration</u>

To reduce moisture to trace levels in the MPC using a Forced Helium Dehydration (FHD) system, a closed loop dehumidification system consisting of a condenser, a demoisturizer, a compressor, and a pre-heater is utilized to extract moisture from the MPC cavity through repeated displacement of its contained helium, accompanied by vigorous flow turbulation. A vapor pressure of 3 torr or less is assured by verifying that the helium temperature exiting the demoisturizer is maintained at or below the psychrometric threshold of 21°F for a minimum of 30 minutes. See Appendix 2.B for detailed discussion of the design criteria and operation of the FHD system.

The FHD system provides concurrent fuel cooling during the moisture removal process through forced convective heat transfer. The attendant forced convection-aided heat transfer occurring during operation of the FHD system ensures that the fuel cladding temperature will remain below the applicable peak cladding temperature limit for normal conditions of storage, which is well below the high burnup cladding temperature limit 752°F (400°C) for all combinations of SNF type, burnup, decay heat, and cooling time. Because the FHD operation induces a state of forced convection heat transfer in the MPC, (in contrast to the quiescent mode of natural convection in long term storage), it is readily concluded that the peak fuel cladding temperature under the latter condition will be greater than that during the FHD operation phase. In the event that the FHD system malfunctions, the forced convection state will degenerate to natural convection, which corresponds to the conditions of normal onsite transport. As a result, the peak fuel cladding temperatures will approximate the values reached during normal onsite transport as described elsewhere in this chapter.

4.5.4 <u>Maximum Temperatures Under Onsite Transport Conditions</u>

An axisymmetric FLUENT thermal model of an MPC inside a HI-TRAC transfer cask was constructed to evaluate temperature distributions for onsite transport. A bounding steady-state analysis of the HI-TRAC transfer cask has been performed for a limiting fuel storage configuration (X = 0.5, MPC-68). While the duration of onsite transport may be short enough to preclude the MPC and HI-TRAC from reaching steady-state, a steady-state analysis is conservative.

The maximum HI-TRAC onsite transport temperatures are reported in Table 4.5.4. The results satisfy the temperature limits for moderate burnup fuel (see Table 4.3.1). For high burnup fuel (HBF) the maximum computed fuel cladding temperature reported in Table 4.5.4 is greater than the temperature limit of 752°F for HBF. Consequently, it is necessary to utilize the SCS described at the beginning of this section and specified in Appendix 2.C during onsite transfer of an MPC with a

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2 *Vacuum drying of high burnup fuel is not permitted. MPCs containing one or more HBF assemblies shall be de-moisturized using the FHD drying method.*

greater than threshold heat load and containing one or more HBF assemblies. As stated earlier, the exact design and operation of the SCS is necessarily site-specific. The design is required to satisfy the design and operational requirements of Appendix 2.C to ensure compliance with ISG-11 [4.1.4] temperature limits.

4.5.5 Cask Cooldown and Reflood Analysis During Fuel Unloading Operation

NUREG-1536 requires an evaluation of cask cooldown and reflooding to support fuel unloading from a dry condition. Past industry experience generally supports cooldown of cask internals and fuel from hot storage conditions by direct water quenching. For high heat load MPCs, the extremely rapid cooldown rates to which the hot MPC internals and the fuel cladding can be subjected during water injection may, however, result in high thermal stresses. Additionally, water injection may also result in some steam generation. To limit the fuel cladding from thermal strains from direct water quenching, the MPCs may be cooled using appropriate means prior to the introduction of water in the MPC cavity space.

Because of the continuous gravity driven circulation of helium in the MPC which results in heated helium gas in sweeping contact with the underside of the top lid and the inner cylindrical surface of the enclosure vessel, utilizing an external cooling means to remove heat from the MPC is quite effective. The external cooling process can be completely non-intrusive such as extracting heat from the outer surface of the enclosure vessel using chilled water. Extraction of heat from the external surfaces of an MPC is very effective largely because of the thermosiphon induced internal transport of heat to the peripheral regions of the MPC. The non-intrusive means of heat removal is preferable to an intrusive process wherein helium is extracted and cooled using a closed loop system such as a Forced Helium Dehydrator (Appendix 2.B), because it eliminates the potential for any radioactive crud to exit the MPC during the cooldown process. Because the optimal method for MPC cooldown is heavily dependent on the location and availability of utilities at a particular nuclear plant, mandating a specific cooldown method cannot be prescribed in this FSAR. Simplified calculations are presented in the following to illustrate the feasibility and efficacy of utilizing an intrusive system such as a recirculating helium cooldown system.

Under a closed-loop forced helium circulation condition, the helium gas is cooled, via an external chiller. The chilled helium is then introduced into the MPC cavity from connections at the top of the MPC lid. The helium gas enters the MPC basket and moves through the fuel basket cells, removing heat from the fuel assemblies and MPC internals. The heated helium gas exits the MPC from the lid connection to the helium recirculation and cooling system. Because of the turbulation and mixing of the helium contents in the MPC cavity by the forced circulation, the MPC exiting temperature is a reliable measure of the thermal condition inside the MPC cavity. The objective of the cooldown system is to lower the bulk helium temperature in the MPC cavity to below the normal boiling temperature of water (212^{o}F). For this purpose, the rate of helium circulation shall be sufficient to ensure that the helium exit gas temperature is below this threshold limit with a margin.

An example calculation for the required helium circulation rate is provided below to limit the helium temperature to 200^{o}F. The calculation assumes no heat loss from the MPC boundaries and a

conservatively bounding heat load (38 kW ($1.3x10^5$ Btu/hr)). Under these assumptions, the MPC helium is heated adiabatically by the MPC decay heat from a given inlet temperature (T_1) to a temperature (T_2). The required circulation rate to limit T_2 to 200^oF is computed as follows:

$$m = \frac{Q_d}{C_p(T_2 - T_1)}$$

where:

Q_d = Design maximum decay heat load (Btu/hr)
m = Minimum helium circulation rate (lb/hr)
Cp = Heat capacity of helium (1.24 Btu/lb-^oF (Table 4.2.5))
T_1 = Helium supply temperature (assumed 15^oF in this example)

Substituting the values for the parameters in the equation above, m is computed as 567 lb/hr.

4.5.6 Maximum Internal Pressure

After fuel loading and vacuum drying, but prior to installing the MPC closure ring, the MPC is initially filled with helium. During handling and on-site transfer operations in the HI-TRAC transfer cask, the gas temperature within the MPC rises to its maximum operating temperature as determined based on the thermal analysis methodology described previously. The gas pressure inside the MPC will also increase with rising temperature. The pressure rise is determined based on the ideal gas law. The maximum MPC internal pressure is determined using a bounding set of assumptions, namely:

a) Limiting fuel storage condition
b) Steady state maximum temperatures have reached
c) HI-TRAC in a 80^oF quiescent ambient temperature
d) HI-TRAC annulus is filled with a stationary air column
e) Exposed surfaces of cask heated by insolation
f) MPC backfilled with helium to Technical Specification maximum level

Under the adverse set of conditions defined above the maximum MPC pressure is computed and compared with the short term (off-normal) pressure limit specified in Table 2.2.1. The computed result (See Table 4.5.4) meets the pressure limit with a margin.

4.5.7 Evaluation of HI-TRAC Performance for Short Term Operations

The HI-TRAC transfer cask thermal analysis is based on a detailed heat transfer model that conservatively accounts for all modes of heat transfer in various portions of the MPC and HI-TRAC. The thermal model incorporates several conservative features, which are listed below:

i. A constant solar flux is imposed in the thermal model. A bounding solar absorbtivity of 1.0 is applied to all insolation surfaces.

ii. *The MPC is considered to be concentrically aligned within the cask cavity. This is a worst-case scenario since any eccentricity ~~will~~ improve**s** conductive heat transport in this region.*

iii. *No credit is considered for cooling of the HI-TRAC baseplate while in contact with a supporting surface. An insulated boundary condition is applied in the thermal model on the bottom baseplate face.*

Temperature distribution results (Tables 4.5.4) obtained from this conservative thermal model show that the fuel cladding and cask component temperature limits are met with adequate margins for MBF. For HBF, supplemental cooling is specified to comply with the applicable temperature limits. Expected margins during HI-TRAC operations will be larger due to the many conservative assumptions incorporated in the analysis. Corresponding MPC internal pressure remains below the short-term condition design pressure. The maximum local neutron shield temperature is lower than design limits. Therefore, it is concluded that the HI-TRAC transfer cask thermal design is adequate to maintain fuel cladding integrity for short-term onsite handling and transfer operations.

The water in the water jacket of the HI-TRAC provides necessary neutron shielding. During normal handling and onsite transfer operations this shielding water is contained within the water jacket, which is designed for an elevated internal pressure. It is recalled that the water jacket is equipped with pressure relief valves set at 60 psig and 65 psig. This set pressure elevates the saturation pressure and temperature inside the water jacket, thereby precluding boiling in the water jacket under normal conditions. Under normal handling and onsite transfer operations, the bulk temperature inside the water jacket reported in Table 4.5.4 is less than the coincident saturation temperature at 60 psig (307°F), so the shielding water remains in its liquid state. The bulk temperature is determined via a conservative analysis, presented earlier, for a limiting fuel storage configuration.

During a hypothetical fire accident ~~conditions~~ these relief valves allow venting of steam to prevent overpressurizing the water jacket. In this manner, a portion of the fire heat flux input to the HI-TRAC outer surfaces is expended in vaporizing water in the water jacket, thereby mitigating the magnitude of the heat input to the MPC during a fire.

During vacuum drying operations, the annular gap between the MPC and the HI-TRAC is filled with water. The saturation temperature of the annulus water bounds the maximum temperatures of all HI-TRAC components, which are located radially outside the water-filled annulus. As previously stated (see Subsection 4.5.3) the maximum annulus water temperature is 232°F, so the HI-TRAC water jacket temperature will be less than the 307°F saturation temperature.

Table 4.5.1

MATRIX OF HI-TRAC TRANSFER THERMAL EVALUATIONS

Scenario	***Description***	***Ultimate Heat Sink***	***Analysis Type***	***Principal Input Parameters***	***Results in FSAR Subsection***
1	*Onsite Transport*	*Ambient*	*SS(B)*	Q_D, *ST, SC*	*4.5.4*
3	*Vacuum*	*HI-TRAC Annulus Water*	*SS(B)*	Q_D	*4.5.3*
3	*Wet Transfer Operation*	*Cavity Water and Cask Internals*	*AH*	Q_D	*4.5.2*
4	*Fuel Unloading*	*Helium Circulation*	*TA*	Q_D	*4.5.5*
5	*Fire Accident*	*Jacket Water, Cask Internals*	*TA*	Q_D, *F*	*4.6.2*
6	*Jacket Water Loss Accident*	*Ambient*	*SS(B)*	O_T, Q_D, *ST, SC*	*4.6.2*

Legend:

Q_D *- Design Basis Maximum Heat Load*
ST - Insolation Heating (Top Surface)
SC - Insolation Heating (Curved Surfaces)
F - Fire Heating (1475^{o}F)

SS(B) – Bounding Steady State
TA - Transient Analysis
AH - Adiabatic Heating

Table 4.5.2

HI-TRAC TRANSFER CASK LOWERBOUND WEIGHTS AND THERMAL INERTIAS

Component	***Weight (lbs)***	***Heat Capacity (Btu/lb-°F)***	***Thermal Inertia (Btu/°F)***
Water Jacket	*7,000*	*1.0*	*7,000*
Lead	*52,000*	*0.031*	*1,612*
Carbon Steel	*40,000*	*0.1*	*4,000*
Alloy-X MPC (empty)	*39,000*	*0.12*	*4,680*
Fuel	*40,000*	*0.056*	*2,240*
*MPC Cavity Water**	*6,500*	*1.0*	*6,500*
			26,032 (Total)

* *Conservative lower bound water mass.*

Table 4.5.3

MAXIMUM ALLOWABLE TIME FOR WET TRANSFER OPERATIONS

Initial Temperature (°F)	***Time Duration (hr)***
115	*19.4*
120	*18.4*
125	*17.4*
130	*16.4*
135	*15.4*
140	*14.4*
145	*13.4*
150	*12.4*

Table 4.5.4

HI-TRAC ONSITE TRANSPORT MAXIMUM TEMPERATURES AND PRESSURES

Component	***Temperature [°F]****
Fuel Cladding	*777***
MPC Basket	*764*
Basket Periphery	*601*
MPC Outer Shell Surface	*507*
HI-TRAC Inner Shell	*386*
HI-TRAC Enclosure Shell	*269*
Water Jacket Bulk Water	*252*
Axial Neutron Shield	*328*
Pressure (psig)	
MPC	106.8
** The reported temperatures are below the HI-TRAC short-term temperature limits (Table 2.2.3).* *** The reported temperature exceeds the allowable temperature limit for HBF fuel. The Supplemental Cooling System described in Appendix 2.C is required for greater than threshold heat load MPCs containing one or more HBF assemblies. (See threshold heat load discussion near the beginning of Section 4.5.)*	

4.6 *OFF-NORMAL AND ACCIDENT EVENTS*[1]

In accordance with NUREG 1536 the HI-STORM 100 System is evaluated for the effects of off-normal and accident events. The design basis off-normal and accident events are defined in Chapter 2. For each event, the cause of the event, means of detection, consequences, and corrective actions are discussed and evaluated in Chapter 11. To support the Chapter 11 evaluations, thermal analyses of limiting off-normal and accident events are provided in the following.

To ensure a bounding evaluation for the array of fuel storage configurations permitted in Section 2.1, a limiting storage condition is evaluated in this section. The limiting storage condition is previously determined in the Section 4.5 and adopted herein for all off-normal and accident evaluations.

4.6.1 *Off-Normal Events*

4.6.1.1 *Off-Normal Pressure*

This event is defined as a combination of (a) maximum helium backfill pressure (Table 4.4.12), (b) 10% fuel rods rupture, and (c) limiting fuel storage configuration. The principal objective of the analysis is to demonstrate that the MPC off-normal design pressure (Table 2.2.1) is not exceeded. The MPC off-normal pressures are reported in Table 4.4.9. The result[2] *is confirmed to be below the off-normal design pressure (Table 2.2.1).*

4.6.1.2 *Off-Normal Environmental Temperature*

This event is defined by a time averaged ambient temperature of 100^{o}F for a 3-day period (Table 2.2.2). The consequences of this event are bounded by the "Off-Normal Pressure" event evaluated earlier in this subsection.

4.6.1.3 *Partial Blockage of Air Inlets*

The HI-STORM 100 System is designed with debris screens installed on the inlet and outlet openings. These screens ensure the air passages are protected from entry and blockage by foreign objects. As required by the design criteria presented in Chapter 2, it is postulated that two of the four air inlet ducts in the aboveground HI-STORM overpack are blocked. The resulting decrease in flow area increases the flow resistance of the inlet ducts. The effect of the increased flow resistance on fuel temperature is analyzed for the normal ambient temperature (Table 2.2.2) and a limiting fuel storage configuration. The computed temperatures are reported in Table 4.6.1 and the

1 *A new standalone Section 4.6 is added in CoC Amendment 3 to address thermal analysis of off-normal and accident events. The results are evaluated in Chapter 11.*
2 *Pressures relative to 1 atm absolute pressure (i.e. gauge pressures) are reported throughout this section.*

corresponding MPC internal pressure in Table 4.6.2. The results are confirmed to be below the temperature limits (Table 2.2.3) and pressure limit (Table 2.2.1) for off-normal conditions.

4.6.2 Accident Events

4.6.2.1 Fire Accidents

Although the probability of a fire accident affecting a HI-STORM 100 System during storage operations is low due to the lack of combustible materials at an ISFSI, a conservative fire event has been assumed and analyzed. The only credible concern is a fire from an on-site transport vehicle fuel tank. Under a postulated fuel tank fire, the outer layers of HI-TRAC or HI-STORM overpacks are heated for the duration of fire by the incident thermal radiation and forced convection heat fluxes. The amount of fuel in the on-site transporter is limited to a volume of 50 gallons.

(a) HI-STORM Fire

The fuel tank fire is conservatively assumed to surround the HI-STORM Overpack. Accordingly, all exposed overpack surfaces are heated by radiation and convection heat transfer from the fire. Based on NUREG-1536 and 10 CFR 71 guidelines [4.6.1], the following fire parameters are assumed:

1. *The average emissivity coefficient must be at least 0.9. During the entire duration of the fire, the painted outer surfaces of the overpack are assumed to remain intact, with an emissivity of 0.85. It is conservative to assume that the flame emissivity is 1.0, the limiting maximum value corresponding to a perfect blackbody emitter. With a flame emissivity conservatively assumed to be 1.0 and a painted surface emissivity of 0.85, the effective emissivity coefficient is 0.85. Because the minimum required value of 0.9 is greater than the actual value of 0.85, use of an average emissivity coefficient of 0.9 is conservative.*

2. *The average flame temperature must be at least 1475°F (800°C). Open pool fires typically involve the entrainment of large amounts of air, resulting in lower average flame temperatures. Additionally, the same temperature is applied to all exposed cask surfaces, which is very conservative considering the size of the HI-STORM cask. It is therefore conservative to use the 1475°F (800°C) temperature.*

3. *The fuel source must extend horizontally at least 1 m (40 in), but may not extend more than 3 m (10 ft), beyond the external surface of the cask. Use of the minimum ring width of 1 meter yields a deeper pool for a fixed quantity of combustible fuel, thereby conservatively maximizing the fire duration.*

4. *The convection coefficient must be that value which may be demonstrated to exist if the cask were exposed to the fire specified. Based upon results of large pool fire thermal measurements [4.6.2], a conservative forced convection heat transfer coefficient of 4.5 Btu/($hr \times ft^2 \times$°F) is applied to exposed overpack surfaces during the short-duration fire.*

Based on the 50 gallon fuel volume, the overpack outer diameter and the 1 m fuel ring width [4.6.1], the fuel ring surrounding the overpack covers 147.6 ft^2 and has a depth of 0.54 in. From this depth and a constant fuel consumption rate of 0.15 in/min, the fire duration is calculated to be 3.62 minutes. The fuel consumption rate of 0.15 in/min is a lowerbound value from a Sandia National Laboratories report [4.6.2]. Use of a lowerbound fuel consumption rate conservatively maximizes the duration of the fire.

To evaluate the impact of fire heating of the overpack, a two-dimensional, axisymmetric model of the overpack cylinder was developed with an initial temperature corresponding to normal storage conditions and design heat load. In this model the outer surface and top surface of the overpack were subjected for the duration of fire (3.62 minutes) to the fire conditions defined in this subsection. In the post-fire phase, the overpack cools to an ambient temperature preceding the fire. The transient study is conducted for a period of 5 hours, which is sufficient to allow temperatures in the overpack to reach their maximum values and begin to recede.

Due to the severity of the fire condition radiative heat flux, heat flux from incident solar radiation is negligible and is not included. Furthermore, the smoke plume from the fire would block most of the solar radiation. It is recognized that the ventilation air in contact with the inner surface of the HI-STORM Overpack with design-basis decay heat and normal ambient temperature conditions varies between 80°F at the bottom and 220°F at the top of the overpack. It is further recognized that the inlet and outlet ducts occupy a miniscule fraction of area of the cylindrical surface of the massive HI-STORM Overpack. Due to the short duration of the fire event and the relative isolation of the ventilation passages from the outside environment, the ventilation air is expected to experience little intrusion of the fire combustion products. As a result of these considerations, it is conservative to assume that the air in the HI-STORM Overpack ventilation passages is held constant at a substantially elevated temperature (300°F) during the entire duration of the fire event.

The thermal transient response of the storage overpack is determined using the ANSYS finite element program. Time-histories for points in the storage overpack are monitored for the duration of the fire and the subsequent post-fire equilibrium phase.

Heat input to the HI-STORM Overpack while it is subjected to the fire is from a combination of an incident radiation and convective heat fluxes to all external surfaces. This can be expressed by the following equation:

$$q_F = h_{fc}\,(T_A - T_S) + \sigma\varepsilon\,[(T_A + C)^4 - (T_S + C)^4]$$

where:

q_F =*Surface Heat Input Flux (Btu/ft^2-hr)*
h_{fc} = *Forced Convection Heat Transfer Coefficient (4.5 Btu/ft^2-hr-^{o}F)*
σ = *Stefan-Boltzmann Constant*
T_A = *Fire Temperature (1475^{o}F)*
C= Conversion Constant (460 (^{o}F to ^{o}R))
T_S = *Surface Temperature (^{o}F)*

ε = Average Emissivity (0.90 per 10 CFR 71.73)

The forced convection heat transfer coefficient is based on the results of large pool fire thermal measurements [4.6.2].

After the fire event, the ambient temperature is restored and the storage overpack cools down (post-fire temperature relaxation). Heat loss from the outer surfaces of the storage overpack is determined by the following equation:

$$q_S = h_S (T_S - T_A) + \sigma\varepsilon [(T_S + C)^4 - (T_A + C)^4]$$

where:

q_S =Surface Heat Loss Flux (W/m^2 (Btu/ft^2-hr))
h_S = Natural Convection Heat Transfer Coefficient (Btu/ft^2-hr-^{o}F)
T_S = Surface Temperature (^{o}F))
T_A = Ambient Temperature (^{o}F)
σ = Stefan-Boltzmann Constant
ε = Surface Emissivity
C= Conversion Constant (460 (^{o}F to ^{o}R))

In the post-fire temperature relaxation phase, h_s is obtained using literature correlations for natural convection heat transfer from heated surfaces [4.2.9].

During the fire the overpack external shell temperatures are substantially elevated (~550^{o}F) and an outer layer of concrete approximately 1 inch thick reaches temperatures in excess of short term temperature limit. This condition is addressed specifically in NUREG-1536 (4.0,V,5.b), which states that:

> *"The NRC accepts that concrete temperatures may exceed the temperature criteria of ACI 349 for accidents if the temperatures result from a fire."*

These results demonstrate that the fire accident event analyzed in a most conservative manner is determined to have a minor affect on the HI-STORM Overpack. Localized regions of concrete are exposed to temperatures in excess of accident temperature limit. The bulk of concrete remains below the short term temperature limit. The temperatures of steel structures are within the allowable temperature limits.

Having evaluated the effects of the fire on the overpack, we now evaluate the effects on the MPC and contained fuel assemblies. Guidance for the evaluation of the MPC and its internals during a fire event is provided by NUREG-1536 (4.0,V,5.b), which states:

> *"For a fire of very short duration (i.e., less than 10 percent of the thermal time constant of the cask body), the NRC finds it acceptable to calculate the fuel temperature increase by assuming that the cask inner wall is adiabatic. The fuel*

temperature increase should then be determined by dividing the decay energy released during the fire by the thermal capacity of the basket-fuel assembly combination."

The time constant of the cask body (i.e., the overpack) can be determined using the formula:

$$\tau = \frac{c_p \times \rho \times L_c^2}{k}$$

where:

c_p *= Overpack Specific Heat Capacity (Btu/lb-°F)*
ρ *= Overpack Density (lb/ft³)*
L_c *= Overpack Characteristic Length (ft)*
k = Overpack Thermal Conductivity (Btu/ft-hr-°F)

The concrete contributes the majority of the overpack mass and volume, so we will use the specific heat capacity (0.156 Btu/lb-°F), density (142 lb/ft³) and thermal conductivity (1.05 Btu/ft-hr-°F) of concrete for the time constant calculation. The characteristic length of a hollow cylinder is its wall thickness. The characteristic length for the HI-STORM Overpack is therefore 29.5 in, or approximately 2.46 ft. Substituting into the equation, the overpack time constant is determined as:

$$\tau = \frac{0.156 \times 142 \times 2.46^2}{1.05} = 128\, hrs$$

One-tenth of this time constant is approximately 12.8 hours (768 minutes), substantially longer than the fire duration of 3.62 minutes, so the MPC is evaluated by considering the MPC canister as an adiabatic boundary. The fuel temperature rise is computed next.

Table 4.5.2 lists lower-bound thermal inertia values for the MPC and the contained fuel assemblies. Applying a conservative upperbound decay heat load (38 kW (1.3x10⁵ Btu/hr)) and adiabatic heating for the 3.62 minutes fire, the fuel temperature rise computes as:

$$\Delta T_{fuel} = \frac{\text{Decay heat} \times \text{Time duration}}{(\text{MPC} + \text{Fuel})\text{ heat capacities}} = \frac{1.3 \times 10^5 \text{ Btu/hr} \times (3.62/60) hr}{(2240 + 4680)\text{ Btu/}^{o}F} = 1.1^{\circ} F$$

This is a very small increase in fuel temperature. Consequently, the impact on the MPC internal helium pressure will be quite small. Based on a conservative analysis of the HI-STORM 100 System response to a hypothetical fire event, it is concluded that the fire event does not adversely affect the temperature of the MPC or contained fuel. We conclude that the ability of the HI-STORM 100 System to cool the spent nuclear fuel within design temperature limits during and after fire is not compromised.

(b) HI-TRAC Fire

In this subsection the fuel cladding and MPC pressure boundary integrity under an exposure to a short duration fire event is demonstrated. The HI-TRAC is initially (before fire) assumed to have a design basis decay heat and has reached steady-state (maximum) temperatures. The analysis assumes a fire from a 50 gallon transporter fuel tank spill. The fuel spill is assumed to surround the HI-TRAC in a 1 m wide ring. The fire parameters are same as that assumed for the HI-STORM fire. Based on the fuel spill defined above the HI-TRAC fire duration is computed as 4.8 minutes.

From the HI-TRAC fire analysis, a bounding MPC temperature rise rate is determined. The total temperature rise (ΔT) is obtained by the product of the rate of temperature rise and fire duration reported above. In this manner the final MPC (fuel and MPC contents) temperature is computed. The MPC pressures are also computed using the MPC temperature rise (ΔT) and Ideal Gas Law. The temperatures and pressures are reported in Table 4.6.7. The results are confirmed to be below the accident temperature and pressure limits (Tables 2.2.3 and 2.2.1).

4.6.2.2 Jacket Water Loss

In this subsection, the fuel cladding and MPC boundary integrity is evaluated for a postulated loss of water from the HI-TRAC water jacket. The HI-TRAC is equipped with an array of water compartments filled with water. For a bounding analysis, all water compartments are assumed to lose their water and be replaced with air. As an additional measure of conservatism, the air in the water jacket is assumed to be motionless (i.e. natural convection neglected) and radiation heat transfer in the water jacket spaces ignored. The HI-TRAC is assumed to have the maximum thermal payload (design heat load) and assumed to have reached steady state (maximum) temperatures. Under these assumed set of adverse conditions, the maximum temperatures are computed and reported in Table 4.6.3. The results of jacket water loss evaluation confirm that the cladding, MPC and HI-TRAC component temperatures are below the limits prescribed in Chapter 2 (Table 2.2.3). The co-incident MPC pressure is also computed and compared with the MPC accident design pressure (Table 2.2.1). The result (Table 4.6.2) is confirmed to be below the limit.

4.6.2.3 Extreme Environmental Temperatures

To evaluate the effect of extreme weather conditions, an extreme ambient temperature (Table 2.2.2) is postulated to persist for a 3-day period. For a conservatively bounding evaluation the extreme temperature is assumed to last for a sufficient duration to allow the HI-STORM 100 System to reach steady state conditions. Because of the large mass of the HI-STORM 100 System, with its corresponding large thermal inertia and the limited duration for the extreme temperature, this assumption is conservative. Starting from a baseline condition evaluated in Section 4.4 (normal ambient temperature and limiting fuel storage configuration) the temperatures of the HI-STORM 100 System are conservatively assumed to rise by the difference between the extreme and normal ambient temperatures (45^oF). The HI-STORM extreme ambient temperatures computed in this manner are reported in Table 4.6.4. The co-incident MPC pressure is also computed (Table 4.6.2)

and compared with the accident design pressure (Table 2.2.1). The result is confirmed to be below the accident limit.

4.6.2.4 100% Blockage of Air Inlets

This event is defined as a complete blockage of all four bottom inlets. The immediate consequence of a complete blockage of the air inlets is that the normal circulation of air for cooling the MPC is stopped. An amount of heat will continue to be removed by localized air circulation patterns in the overpack annulus and outlet ducts, and the MPC will continue to radiate heat to the relatively cooler storage overpack. As the temperatures of the MPC and its contents rise, the rate of heat rejection will increase correspondingly. Under this condition, the temperatures of the overpack, the MPC and the stored fuel assemblies will rise as a function of time.

As a result of the considerable inertia of the storage overpack, a significant temperature rise is possible if the inlets are substantially blocked for extended durations. This accident condition is, however, a short duration event that is identified and corrected through scheduled periodic surveillance. Nevertheless, this event is conservatively analyzed assuming a substantial duration of blockage. The event is analyzed using the FLUENT CFD code. The CFD model is the same as that constructed for normal storage conditions (see Section 4.4) except for the bottom inlet ducts, which are assumed to be impervious to air. Using this model, a transient thermal solution of the HI-STORM 100 System starting from normal storage conditions is obtained. The results of the blocked ducts transient analysis are presented in Table 4.6.5 and confirmed to be below the accident temperature limits (Table 2.2.3). The co-incident MPC pressure is also computed and compared with the accident design pressure (Table 2.2.1). The result (Table 4.6.2) is confirmed to be below the limit.

4.6.2.5 Burial Under Debris

Burial of the HI-STORM 100 System under debris is not a credible accident. During storage at the ISFSI there are no structures over the casks. Minimum regulatory distances from the ISFSI to the nearest ISFSI security fence precludes the close proximity of substantial amount of vegetation. There is no credible mechanism for the HI-STORM 100 System to become completely buried under debris. However, for conservatism, complete burial under debris is considered.

To demonstrate the inherent safety of the HI-STORM 100 System, a bounding analysis that considers the debris to act as a perfect insulator is considered. Under this scenario, the contents of the HI-STORM 100 System will undergo a transient heat up under adiabatic conditions. The minimum available time ($\Delta\tau$) for the fuel cladding to reach the accident limit depends on the following: (i) thermal inertia of the cask, (ii) the cask initial conditions, (iii) the spent nuclear fuel decay heat generation and (iv) the margin between the initial cladding temperature and the accident temperature limit. To obtain a lowerbound on $\Delta\tau$, the HI-STORM 100 Overpack thermal inertia (item i) is understated, the cask initial temperature (item ii) is maximized, decay heat overstated (item iii) and the cladding temperature margin (item iv) is understated. A set of conservatively

postulated input parameters for items (i) through (iv) are summarized in Table 4.6.6. Using these parameters $\Delta\tau$ is computed as follows:

$$\Delta\tau = \frac{m \times c_p \times \Delta T}{Q}$$

where:

$\Delta\tau$ *= Allowable burial time (hr)*
m = Mass of HI-STORM System (lb)
c_p *= Specific heat capacity (Btu/lb-^{o}F)*
ΔT *= Permissible temperature rise (^{o}F)*
Q = Decay heat load (Btu/hr)

Substituting the parameters in Table 4.6.6, a substantial burial time (34.6 hrs) is obtained. The co-incident MPC pressure is also computed and compared with the accident design pressure (Table 2.2.1). The result (Table 4.6.2) is confirmed to be below the limit.

Table 4.6.1

OFF-NORMAL CONDITION MAXIMUM

HI-STORM TEMPERATURES[3]

Location[4]	***Off-Normal Ambient Temperature***[5] ***(^oF)***	***Partial Inlet Ducts Blockage (^oF)***
Fuel Cladding	731	*751*
MPC Basket	728	*734*
MPC Shell	489	*514*
Overpack Inner Shell	342	*386*
Lid Concrete Bottom Plate	322	*408*
Lid Concrete Section Temperature	266	*291*

Table 4.6.2

OFF-NORMAL AND ACCIDENT CONDITION MAXIMUM MPC PRESSURES

Condition	***Pressure (psig)***
Off-Normal Conditions	
Off-Normal Ambient	101.4~~99.3~~
Partial Blockage of Inlet Ducts	103.1~~101.2~~
Accident Conditions	
Extreme Ambient Temperature	104.4~~102.2~~
100% Blockage of Air Inlets	121.4~~119.2~~
Burial Under Debris	134.8~~132.2~~
HI-TRAC Jacket Water Loss	118.8~~116.7~~

3 *The temperatures reported in this table are below the off-normal temperature limits specified in Chapter 2, Table 2.2.3.*

4 *Temperatures of limiting components reported.*

5 *Obtained by adding the off-normal-to-normal ambient temperature difference of 20°F (11.1°C) to normal condition HI-STORM temperatures reported in Section 4.4.*

Table 4.6.3

HI-TRAC JACKET WATER LOSS ACCIDENT MAXIMUM TEMPERATURES

Component	Temperature (^{o}F)
Fuel Cladding	898
MPC Basket	885
MPC Shell	594
HI-TRAC Inner Shell	499
HI-TRAC Enclosure Shell	280

Table 4.6.4

EXTREME ENVIRONMENTAL CONDITION MAXIMUM HI-STORM TEMPERATURES

Component	Temperature[6] (^{o}F)
Fuel Cladding	756~~755~~
MPC Basket	753~~752~~
MPC Shell	514~~512~~
Overpack Inner Shell	367~~366~~
Lid Concrete Bottom Plate	347~~338~~
Lid Concrete Section Temperature	291~~298~~

6 Obtained by adding the extreme ambient to normal temperature difference (45^{o}F) to normal condition temperatures reported in Section 4.4.

Table 4.6.5

SUMMARY OF HI-STORM 100 32-HOURS BLOCKED INLET DUCTS THERMAL ANALYSIS

Component	***Initial Temperatures (°F)***	***Peak Temperatures (°F)***
Fuel Cladding	*728*	*916*
MPC Basket	*711*	*904*
MPC Shell	*490*	*630*
Overpack Inner Shell	*356*	*533*
Lid Concrete Bottom Plate	*389*	*416*
Lid Concrete Section Temperature	*279*	*311*

Table 4.6.6

SUMMARY OF INPUTS FOR BURIAL UNDER DEBRIS ANALYSIS

Thermal Inertia Inputs: *M (Lowerbound HI-STORM 100 Weight)* *Cp (Carbon steel heat capacity)*[7]	 *150000 lb* *0.1 Btu/lb-°F*
Cask initial temperature	*728°F*
Q (Decay heat)	*$1.3x10^5$ Btu/hr*
ΔT (clad temperature margin)[8]	*300°F*

7 *Carbon steel has the lowest heat capacity among the principal materials employed in MPC and overpack construction (carbon steel, stainless steel and concrete).*
8 *The clad temperature margin is conservatively understated in this table.*

Table 4.6.7

HI-TRAC FIRE ACCIDENT MAXIMUM TEMPERATURES AND PRESSURES

Component	***Initial Temperature (^oF)***	***Bounding Temperature Rise (^oF)***	***Peak Temperature (^oF)***
Fuel Cladding	*777*	*27*	*804*
MPC Shell	*507*	*27*	*534*
Pressures (psig)			
Component	*Initial*	*Pressure Rise*	*Peak Pressure*
MPC	106.8~~105~~	3.2~~3.2~~	110.1~~108.2~~

4.7 REGULATORY COMPLIANCE

4.7.1 Normal Conditions of Storage

NUREG-1536 [4.4.1] and ISG-11 [4.1.4] define several thermal acceptance criteria that must be applied to evaluations of normal conditions of storage. These items are addressed in Sections 4.1 through 4.4. Each of the pertinent criteria and the conclusion of the evaluations are summarized here.

As required by ISG-11 [4.1.4], the fuel cladding temperature at the beginning of dry cask storage is maintained below the anticipated damage-threshold temperatures for normal conditions for the licensed life of the HI-STORM System. Maximum clad temperatures for long-term storage conditions are reported in Section 4.4.

As required by NUREG-1536 (4.0,IV,3), the maximum internal pressure of the cask remains within its design pressure for normal, off-normal, and accident conditions, assuming rupture of 1 percent, 10 percent, and 100 percent of the fuel rods, respectively. Assumptions for pressure calculations include release of 100 percent of the fill gas and 30 percent of the significant radioactive gases in the fuel rods. Maximum internal pressures are reported in Sections 4.4, 4.5 and 4.6 for normal, short term operations, and off-normal & accident conditions. Design pressures are summarized in Table 2.2.1.

As required by NUREG-1536 (4.0,IV,4), all cask and fuel materials are maintained within their minimum and maximum temperature for normal and off-normal conditions in order to enable components to perform their intended safety functions. Maximum and minimum temperatures for long-term storage conditions are reported in Section 4.4. Design temperature limits are summarized in Table 2.2.3. HI-STORM System components defined as important to safety are listed in Table 2.2.6.

As required by NUREG-1536 (4.0,IV,5), the cask system ensures a very low probability of cladding breach during long-term storage. For long-term normal conditions, the maximum CSF cladding temperature is below the ISG-11 [4.1.4] limit of 400°C (752°F).

As required by NUREG-1536 (4.0,IV,7), the cask system is passively cooled. All heat rejection mechanisms described in this chapter, including conduction, natural convection, and thermal radiation, are completely passive.

As required by NUREG-1536 (4.0,IV,8), the thermal performance of the cask is within the allowable design criteria specified in FSAR Chapters 2 and 3 for normal conditions. All thermal results reported in Section 4.4 are within the design criteria allowable ranges for all normal conditions of storage.

4.7.2 Short Term Operations

Evaluation of short term operations is presented in Section 4.5. This section establishes complete compliance with the provisions of ISG-11 [4.1.4]. In particular, the ISG-11 requirement to ensure that maximum cladding temperatures under all fuel loading and short term operations be below 400°C (752°F) for high burnup fuel and below 570°C (1058°F) for moderate burnup fuel is demonstrated as stated below.

Specifically as required by ISG-11, the fuel cladding temperature is maintained below the applicable limits for HBF and MBF (Table 4.3.1) during short term operations.

As required by NUREG-1536 (4.0,IV,3), the maximum internal pressure of the cask remains within its design pressure for normal and off-normal conditions, assuming rupture of 1 percent and 10 percent of the fuel rods, respectively. Assumptions for pressure calculations include release of 100 percent of the fill gas and 30 percent of the significant radioactive gases in the fuel rods.

As required by NUREG-1536 (4.0,IV, 4), all cask and fuel materials are maintained within their minimum and maximum temperature for all short term operations in order to enable components to perform their intended safety functions.

As required by NUREG-1536 (4.0,IV,8), the thermal performance of the cask is within the allowable design criteria specified in FSAR Chapters 2 and 3 for all short term operations.

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CHAPTER 5[†]: SHIELDING EVALUATION

5.0 INTRODUCTION

The shielding analysis of the HI-STORM 100 System, including the HI-STORM 100 overpack, HI-STORM 100S overpack, HI-STORM 100S Version B overpack[††], and the 100-ton and 125-ton (including the 125D) HI-TRAC transfer casks, is presented in this chapter. The HI-STORM 100 System is designed to accommodate different MPCs within HI-STORM overpacks (the HI-STORM 100S overpack is a shorter version of the HI-STORM 100 overpack and the HI-STORM 100S Version B is shorter than both the HI-STORM 100 and 100S overpacks). The MPCs are designated as MPC-24, MPC-24E and MPC-24EF (24 PWR fuel assemblies), MPC-32 and MPC-32F (32 PWR fuel assemblies), and MPC-68, MPC-68F, and MPC-68FF (68 BWR fuel assemblies). The MPC-24E and MPC-24EF are essentially identical to the MPC-24 from a shielding perspective. Therefore only the MPC-24 is analyzed in this chapter. Likewise, the MPC-68, MPC-68F and MPC-68FF are identical from a shielding perspective as are the MPC-32 and MPC-32F and therefore only the MPC-68 and MPC-32 are analyzed. Throughout this chapter, unless stated otherwise, MPC-24 refers to either the MPC-24, MPC-24E, or MPC-24EF and MPC-32 refers to either the MPC-32 or MPC-32F and MPC-68 refers to the MPC-68, MPC-68F, and MPC-68FF.

In addition to storing intact PWR and BWR fuel assemblies, the HI-STORM 100 System is designed to store BWR and PWR damaged fuel assemblies and fuel debris. Damaged fuel assemblies and fuel debris are defined in Sections 2.1.3 and 2.1.9. Both damaged fuel assemblies and fuel debris are required to be loaded into Damaged Fuel Containers (DFCs) prior to being loaded into the MPC. ~~DFCs containing BWR fuel debris must be stored in the MPC-68F or MPC-68FF. DFCs containing BWR damaged fuel assemblies may be stored in either the MPC-68, the MPC-68F, or the MPC-68FF. DFCs containing PWR fuel debris must be stored in the~~

[†] This chapter has been prepared in the format and section organization set forth in Regulatory Guide 3.61. However, the material content of this chapter also fulfills the requirements of NUREG-1536. Pagination and numbering of sections, figures, and tables are consistent with the convention set down in *Chapter 1*, Section 1.0, herein. Finally, all terms-of-art used in this chapter are consistent with the terminology of the glossary (Table 1.0.1) and component nomenclature of the Bill-of-Materials (Section 1.5).

[††] The HI-STORM 100S Version B was implemented in the HI-STORM FSAR *(between Revisions 2 and 3)* through the 10 CFR 72.48 process. The discussion of the HI-STORM 100S Version B and associated results were added to LAR 1014-2 at the end of the review cycle to support the NRC review of the radiation protection program proposed in the Certificate of Compliance in LAR 1014-2. The NRC did not review and approve any aspect of the design of the HI-STORM 100S Version B since it has been implemented under the provisions of 10 CFR 72.48.

~~MPC-24EF or MPC-32F while DFCs containing PWR damaged fuel assemblies may be stored in either the MPC-24E, MPC-24EF, MPC-32, or MPC-32F.~~

The MPC-68, MPC-68F, and MPC-68FF are also capable of storing Dresden Unit 1 antimony-beryllium neutron sources and the single Thoria rod canister which contains 18 thoria rods that were irradiated in two separate fuel assemblies.

PWR fuel assemblies may contain burnable poison rod assemblies (BPRAs), thimble plug devices (TPDs), control rod assemblies (CRAs) or axial power shaping rod assemblies (APSRs) or similarly named devices. These non-fuel hardware devices are an integral yet removable part of PWR fuel assemblies and therefore the HI-STORM 100 System has been designed to store PWR fuel assemblies with or without these devices. Since each device occupies the same location within a fuel assembly, a single PWR fuel assembly will not contain multiple devices.

In order to offer the user more flexibility in fuel storage, the HI-STORM 100 System offers two different loading patterns in the MPC-24, MPC-24E, MPC-24EF, MPC-32, MPC-32F, MPC-68, and the MPC-68FF. These patters are uniform and regionalized loading as described in Section 2.0.1 and 2.1.6. Since the different loading patterns have different allowable burnup and cooling times combinations, both loading patterns are discussed in this chapter.

The sections that follow will demonstrate that the design of the HI-STORM 100 dry cask storage system fulfills the following acceptance criteria outlined in the Standard Review Plan, NUREG-1536 [5.2.1]:

Acceptance Criteria

1. The minimum distance from each spent fuel handling and storage facility to the controlled area boundary must be at least 100 meters. The “controlled area” is defined in 10CFR72.3 as the area immediately surrounding an ISFSI or monitored retrievable storage (MRS) facility, for which the licensee exercises authority regarding its use and within which ISFSI operations are performed.

2. The cask vendor must show that, during both normal operations and anticipated occurrences, the radiation shielding features of the proposed dry cask storage system are sufficient to meet the radiation dose requirements in Sections 72.104(a). Specifically, the vendor must demonstrate this capability for a typical array of casks in the most bounding site configuration. For example, the most bounding configuration might be located at the minimum distance (100 meters) to the controlled area boundary, without any shielding from other structures or topography.

3. Dose rates from the cask must be consistent with a well established “as low as reasonably achievable” (ALARA) program for activities in and around the storage site.

4. After a design-basis accident, an individual at the boundary or outside the controlled area shall not receive a dose greater than the limits specified in 10CFR 72.106.

5. The proposed shielding features must ensure that the dry cask storage system meets the regulatory requirements for occupational and radiation dose limits for individual members of the public, as prescribed in 10 CFR Part 20, Subparts C and D.

This chapter contains the following information which demonstrates full compliance with the Standard Review Plan, NUREG-1536:

- A description of the shielding features of the HI-STORM 100 System, including the HI-TRAC transfer cask.
- A description of the bounding source terms.
- A general description of the shielding analysis methodology.
- A description of the analysis assumptions and results for the HI-STORM 100 System, including the HI-TRAC transfer cask.
- Analyses are presented for each MPC showing that the radiation dose rates follow As-Low-As-Reasonably-Achievable (ALARA) practices.
- The HI-STORM 100 System has been analyzed to show that the 10CFR72.104 and 10CFR72.106 controlled area boundary radiation dose limits are met during normal, off-normal, and accident conditions of storage for non-effluent radiation from illustrative ISFSI configurations at a minimum distance of 100 meters.
- Analyses are also presented which demonstrate that the storage of damaged fuel and fuel debris in the HI-STORM 100 System is acceptable during normal, off-normal, and accident conditions.

Chapter 2 contains a detailed description of structures, systems, and components important to safety.

Chapter 7 contains a discussion on the release of radioactive materials from the HI-STORM 100 System. Therefore, this chapter only calculates the dose from direct neutron and gamma radiation emanating from the HI-STORM 100 System.

Chapter 10, Radiation Protection, contains the following information:

- A discussion of the estimated occupational exposures for the HI-STORM 100 System, including the HI-TRAC transfer cask.
- A summary of the estimated radiation exposure to the public.

5.1 DISCUSSION AND RESULTS

The principal sources of radiation in the HI-STORM 100 System are:

- Gamma radiation originating from the following sources

    1. Decay of radioactive fission products
    2. Secondary photons from neutron capture in fissile and non-fissile nuclides
    3. Hardware activation products generated during core operations

- Neutron radiation originating from the following sources

    1. Spontaneous fission
    2. α,n reactions in fuel materials
    3. Secondary neutrons produced by fission from subcritical multiplication
    4. γ,n reactions (this source is negligible)
    5. Dresden Unit 1 antimony-beryllium neutron sources

During loading, unloading, and transfer operations, shielding from gamma radiation is provided by the steel structure of the MPC and the steel, lead, and water of the HI-TRAC transfer cask. For storage, the gamma shielding is provided by the MPC, and the steel and concrete of the overpack. Shielding from neutron radiation is provided by the concrete of the overpack during storage and by the water of the HI-TRAC transfer cask during loading, unloading, and transfer operations. Additionally, in the HI-TRAC 125 and 125D top lid and the transfer lid of the HI-TRAC 125, a solid neutron shielding material, Holtite-A is used to thermalize the neutrons. Boron carbide, dispersed in the solid neutron shield material utilizes the high neutron absorption cross section of ^{10}B to absorb the thermalized neutrons.

The shielding analyses were performed with MCNP-4A [5.1.1] developed by Los Alamos National Laboratory (LANL). The source terms for the design basis fuels were calculated with the SAS2H and ORIGEN-S sequences from the SCALE 4.3 system [5.1.2, 5.1.3]. A detailed description of the MCNP models and the source term calculations are presented in Sections 5.3 and 5.2, respectively.

The design basis zircaloy clad fuel assemblies used for calculating the dose rates presented in this chapter are B&W 15x15 and the GE 7x7, for PWR and BWR fuel types, respectively. The design basis intact 6x6 and mixed oxide (MOX) fuel assemblies are the GE 6x6. The GE 6x6 is also the design basis damaged fuel assembly for the Dresden Unit 1 and Humboldt Bay array classes. Section 2.1.9 specifies the acceptable intact zircaloy clad fuel characteristics and the acceptable damaged fuel characteristics.

The design basis stainless steel clad fuels are the WE 15x15 and the A/C 10x10, for PWR and BWR fuel types, respectively. Section 2.1.9 specifies the acceptable fuel characteristics of stainless steel clad fuel for storage.

The MPC-24, MPC-24E, MPC-24EF, MPC-32, MPC-32F, MPC-68, and MPC-68FF are qualified for storage of SNF with different combinations of maximum burnup levels and minimum cooling times. Section 2.1.9 specifies the acceptable maximum burnup levels and minimum cooling times for storage of zircaloy clad fuel in these MPCs. Section 2.1.9 also specifies the acceptable maximum burnup levels and minimum cooling times for storage of stainless steel clad fuel. The burnup and cooling time values in Section 2.1.9, which differ by array class, were chosen based on an analysis of the maximum decay heat load that could be accommodated within each MPC. Section 5.2 of this chapter describes the choice of the design basis fuel assembly based on a comparison of source terms and also provides a description of how the allowable burnup and cooling times were derived. Since for a given cooling time, different array classes have different allowable burnups in Section 2.1.9, burnup and cooling times that bound array classes 14x14A and 9x9G were used for the analysis in this chapter since these array class burnup and cooling time combinations bound the combinations from the other PWR and BWR array classes. Section 5.2.5 describes how this results in a conservative estimate of the maximum dose rates.

Section 2.1.9 specifies that the maximum assembly average burnup for PWR and BWR fuel is 68,200 and 65,000 MWD/MTU, respectively. The analysis in this chapter conservatively considers burnups up to 75,000 and 70,000 MWD/MTU for PWR and BWR fuel, respectively. ~~The burnup and cooling times used in this chapter were conservatively chosen to bound burnup and cooling times based on assembly decay heat values of 1.583, 1.1875, and 0.522 kW for the MPC-24, MPC-32, and MPC-68, respectively. These decay heat values bound those reported in Section 2.1.9.~~

~~The dose rates surrounding the HI-STORM overpack are very low, and thus, the shielding analysis of the HI-STORM overpack conservatively considered the burnup and cooling time combinations listed below, which bound the acceptable burnup levels and cooling times from Section 2.1.9. This large conservatism is included in the analysis of the HI-STORM overpack to unequivocally demonstrate that the HI-STORM overpack meets the Part 72 dose requirements.~~*The burnup and cooling time combinations listed below bound all acceptable uniform and regionalized loading burnup levels and cooling times from Section 2.1.9. All combinations were analyzed in the HI-STORM overpack and HI-TRAC transfer casks.*

Zircaloy Clad Fuel		
MPC-24	**MPC-32**	**MPC-68**
~~47,500~~*60,000* MWD/MTU 3 year cooling	~~35,000~~*45,000* MWD/MTU 3 year cooling	~~40~~*50*,000 MWD/MTU 3 year cooling
69,000 MWD/MTU *4 year cooling*	*60,000 MWD/MTU* *4 year cooling*	*62,000 MWD/MTU* *4 year cooling*

Zircaloy Clad Fuel		
MPC-24	**MPC-32**	**MPC-68**
75,000 MWD/MTU 5 year cooling	*69,000 MWD/MTU 5 year cooling*	*65,000 MWD/MTU 5 year cooling*
		70,000 MWD/MTU 6 year cooling
Stainless Steel Clad Fuel		
MPC-24	**MPC-32**	**MPC-68**
40,000 MWD/MTU 8 year cooling	40,000 MWD/MTU 9 year cooling	22,500 MWD/MTU 10 year cooling

Results are presented in this chapter for the single burnup and cooling time combination for zircaloy clad fuel from the above table which produces the highest dose rate at 1 meter from the midplane of the HI-STORM overpack and HI-TRAC transfer casks. The burnup and cooling time combination may be different for normal and accident conditions and for the different overpacks. ~~The burnup and cooling time combinations analyzed for zircaloy clad fuel produce dose rates at the midplane of the HI-STORM overpack which bound all uniform and regionalized loading burnup and cooling time combinations listed in Section 2.1.9. Therefore, the HI-STORM shielding analysis presented in this chapter is conservatively bounding for the MPC-24, MPC-32, and MPC-68.~~

~~The dose rates surrounding the HI-TRAC transfer cask are significantly higher than the dose rates surrounding the HI-STORM overpack, and although no specific regulatory limits are defined, dose rates are based on the ALARA principle. Therefore, the cited dose rates were based on burnups and cooling times closer to the combinations in Section 2.1.9. Two different burnup and cooling times, listed below, were analyzed for the MPC-24, MPC-32, and the MPC-68 in the 100-ton HI-TRAC. The burnup and cooling time combinations were chosen for the minimum cooling time and a bounding burnup corresponding to the 14x14A in the MPC-24 and MPC-32 and the 9x9G fuel assembly in the MPC-68. The burnups corresponding to 3-year cooling times produce dose rates at 1 meter from the radial surface of the overpack, for the locations reported in this chapter, which bound the dose rates from all other uniform loading burnup and cooling time combinations in Section 2.1.9.~~

~~100-ton HI-TRAC~~		
~~MPC-24~~	**~~MPC-32~~**	**~~MPC-68~~**
~~46,000 MWD/MTU 3 year cooling~~	~~35,000 MWD/MTU 3 year cooling~~	~~39,000 MWD/MTU 3 year cooling~~
~~75,000 MWD/MTU~~	~~75,000 MWD/MTU~~	~~70,000 MWD/MTU~~

~~5 year cooling~~	~~8 year cooling~~	~~6 year cooling~~

As mentioned earlier, there are different versions of the HI-STORM overpack: the HI-STORM 100, the HI-STORM 100S, and the HI-STORM 100S Version B. Section 5.3 describes all three overpacks. However, since the HI-STORM 100S Version B overpack has higher dose rates at the inlet vents and slightly higher offsite dose rates than the other overpacks, results are only presented for the HI-STORM 100S Version B overpack.

The 100-ton HI-TRAC with the MPC-24 has higher *normal condition* dose rates at the mid-plane than the 100-ton HI-TRAC with the MPC-32 or the MPC-68. Therefore, the MPC-24 results ~~for 3-year cooling~~ are presented in this section and the MPC-24 was used for the dose exposure estimates in Chapter 10. The MPC-32 results, MPC-68 results, and additional MPC-24 results are provided in Section 5.4 for comparison. *The 100-ton HI-TRAC with the MPC-24 also has higher accident condition dose rates at the mid-plane than the 100-ton HI-TRAC with the MPC-32 or the MPC-68. Therefore, the MPC-24 results for accident condition are presented in the section. Accident condition results for the MPC-32 and MPC-68 in the 100-ton HI-TRAC are not provided in this chapter.*

The 100-ton HI-TRAC dose rates bound the HI-TRAC 125 and 125D dose rates for the same burnup and cooling time combinations. Therefore, for illustrative purposes, the MPC-24 was the only MPC analyzed in the HI-TRAC 125 and 125D. Since the HI-TRAC 125D has fewer radial ribs, the dose rate at the midplane of the HI-TRAC 125D is higher than the dose rate at the midplane of the HI-TRAC 125. Therefore, the results on the radial surface are only presented for the HI-TRAC 125D in this chapter. ~~Dose rates are presented for two different burnup and cooling time combinations for the MPC-24 in the HI-TRAC 125D which bound the allowable contents in Section 2.1.9: 46,000 MWD/MTU with 3-year cooling and 75,000 MWD/MTU with 5-year cooling. The dose rates for the later combination are presented in this section because it produces the highest dose rate at the cask midplane. Dose rates for the other burnup and cooling time combination are presented in Section 5.4.~~

As a general statement, the dose rates for uniform loading presented in this chapter bound the dose rates for regionalized loading ~~at 1 meter distance from the overpack~~. Therefore, dose rates for specific burnup and cooling time combinations in a regionalized loading pattern are not presented in this chapter. Section 5.4.9 provides an additional brief discussion on regionalized loading.

Unless otherwise stated all tables containing dose rates for design basis fuel refer to design basis intact zircaloy clad fuel.

5.1.1 Normal and Off-Normal Operations

Chapter 11 discusses the potential off-normal conditions and their effect on the HI-STORM 100 System. None of the off-normal conditions have any impact on the shielding analysis. Therefore, off-normal and normal conditions are identical for the purpose of the shielding evaluation.

The 10CFR72.104 criteria for radioactive materials in effluents and direct radiation during normal operations are:

1. During normal operations and anticipated occurrences, the annual dose equivalent to any real individual who is located beyond the controlled area, must not exceed 25 mrem to the whole body, 75 mrem to the thyroid and 25 mrem to any other critical organ.

2. Operational restrictions must be established to meet as low as reasonably achievable (ALARA) objectives for radioactive materials in effluents and direct radiation.

10CFR20 Subparts C and D specify additional requirements for occupational dose limits and radiation dose limits for individual members of the public. Chapter 10 specifically addresses these regulations.

In accordance with ALARA practices, design objective dose rates are established for the HI-STORM 100 System in Section 2.3.5.2 as: ~~135~~ *300* mrem/hour on the radial surface of the overpack, ~~135~~ *175* mrem/hour at the openings of the air vents, and 60 mrem/hour on the top of the overpack.

The HI-STORM overpack dose rates presented in this section are conservatively evaluated for the MPC-32, the MPC-68, and the MPC-24. All burnup and cooling time combinations analyzed bound the allowable burnup and cooling times specified in Section 2.1.9.

Figure~~s~~ ~~5.1.1, 5.1.12, and~~ 5.1.13 identif~~y~~*ies* the locations of the dose points referenced in the dose rate summary tables for the ~~HI-STORM 100, HI-STORM 100S, and~~ HI-STORM 100S Version B overpack~~s, respectively~~. Dose Points #1 and #3 are the locations of the inlet and outlet air ducts, respectively. The dose values reported for these locations (adjacent and 1 meter) were averaged over the duct opening. Dose Point #4 is the peak dose location above the overpack shield block. For the adjacent top dose, this dose point is located over the air annulus between the MPC and the overpack. ~~Dose Point #4a in Figure 5.1.12 is located directly above the exit duct and next to the concrete shield block.~~ The dose values reported at the locations shown on Figure~~s~~ ~~5.1.1, 5.1.12, and~~ 5.1.13 are averaged over a region that is approximately 1 foot in width.

The total dose rates presented in this chapter for the MPC-24 and MPC-32 are presented for two cases: with and without BPRAs. The dose from the BPRAs was conservatively assumed to be the maximum calculated in Section 5.2.4.1. This is conservative because it is not expected that the cooling times for both the BPRAs and fuel assemblies would be such that they are both at the maximum design basis values.

~~Tables 5.1.1 and 5.1.3 provide the maximum dose rates adjacent to the HI-STORM 100S overpack during normal conditions for the MPC-32 and MPC-68. Tables 5.1.4 and 5.1.6 provide the maximum dose rates at one meter from the HI-STORM 100S overpack. Tables 5.1.2 and~~

~~5.1.5 provide the maximum dose rates adjacent to and one meter from the HI-STORM 100 overpack for the MPC-24.~~

Tables 5.1.11, 5.1.12, and 5.1.13 provide the maximum dose rates adjacent to the HI-STORM 100S Version B overpack during normal conditions for the MPC-32, MPC-24, and MPC-68. Tables 5.1.14 through 5.1.16 provide the maximum dose rates at one meter from the HI-STORM 100S Version B overpack.

~~Both the HI-STORM 100 and~~*The* HI-STORM 100S Version B overpack~~s~~ ~~were~~ *was* analyzed for the dose rate at the controlled area boundary. Although the dose rates for the MPC-32 in HI-STORM 100S *Version B* are greater than those for the MPC-24 in HI-STORM 100*S Version B* at the ventilation ducts, as shown in Tables ~~5.1.1, 5.1.2, 5.1.4, and 5.1.5~~*5.1.11 and 5.1.12*, the MPC-24 was used in the calculations for the dose rates at the controlled area boundary for the HI-STORM 100*S Version B* overpack. This is acceptable because the vents are a small fraction of the radial surface area *and the MPC-24 has higher dose rates at the radial midplane than the MPC-32 in the HI-STORM 100S Version B overpack*. ~~As such, the dominant effect on the dose at distance is the radial portion of the overpack between the vents which comprises approximately 91% of the total radial surface area compared to approximately 1.3% for the vents. The MPC-24 was also used for the dose rates at the controlled area boundary from the HI-STORM 100S Version B overpack.~~ The MPC-24 was *also* chosen because, for a given cooling time, the MPC-24 has a higher allowable burnup than the MPC-32 or the MPC-68 (see Section 2.1.9). Consequently, for the allowable burnup and cooling times, the MPC-24 will have dose rates that are greater than or equivalent to those from the MPC-68 and MPC-32. ~~The dose rates at the controlled area boundary were calculated for the HI-STORM 100 and HI-STORM 100S Version B overpacks rather than the HI-STORM 100S overpack. The difference in height will have little impact on the dose rates at the controlled area boundary since the surface dose rates are very similar.~~ The controlled area boundary dose rates were also calculated including the BPRA non-fuel hardware source. In the site specific dose analysis, users should perform an analysis which properly bounds the fuel to be stored including BPRAs if present.

Table 5.1.7 provides dose rates adjacent to and one meter from the 100-ton HI-TRAC. Table 5.1.8 provides dose rates adjacent to and one meter from the 125-ton HI-TRACs. Figures 5.1.2 and 5.1.4 identify the locations of the dose points referenced in Tables 5.1.7 and 5.1.8 for the HI-TRAC 125 and 100 transfer casks, respectively. The dose rates listed in Tables 5.1.7 and 5.1.8 correspond to the normal condition in which the MPC is dry and the HI-TRAC water jacket is filled with water. The dose rates below the HI-TRAC (Dose Point #5) are provided for two conditions. The first condition is when the pool lid is in use and the second condition is when the transfer lid is in use. The HI-TRAC 125D does not utilize the transfer lid, rather it utilizes the pool lid in conjunction with the mating device. Therefore the dose rates reported for the pool lid are applicable to both the HI-TRAC 125 and 125D while the dose rates reported for the transfer lid are applicable only to the HI-TRAC 125. The calculational model of the 100-ton HI-TRAC included a concrete floor positioned 6 inches (the typical carry height) below the pool lid to account for ground scatter. As a result of the modeling, the dose rate at 1 meter from the pool lid for the 100-ton HI-TRAC was not calculated. The dose rates provided in Tables 5.1.7 and 5.1.8

are for the MPC-24 with design basis fuel at burnups and cooling times, based on the allowed burnup and cooling times specified in Section 2.1.9, that result in dose rates that are generally higher in each of the two HI-TRAC designs. The burnup and cooling time combination used for both the 100-ton and 125-ton HI-TRAC was chosen to bound the allowable burnup and cooling times in Section 2.1.9. Results for other burnup and cooling times and for the MPC-68 and MPC-32 are provided in Section 5.4.

Because the dose rates for the 100-ton HI-TRAC transfer cask are significantly higher than the dose rates for the 125-ton HI-TRACs or the HI-STORM overpack, it is important to understand the behavior of the dose rates surrounding the external surface. To assist in this understanding, several figures, showing the dose rate profiles on the top, bottom and sides of the 100-ton HI-TRAC transfer cask, are presented below. The figures discussed below were all calculated without the gamma source from BPRAs and were calculated for an earlier design of the HI-TRAC which utilized 30 steel fins 0.375 inches thick compared to 10 steel fins 1.25 inches thick. The change in rib design only affects the magnitude of the dose rates presented for the radial surface but does not affect the conclusions discussed below.

Figure 5.1.5 shows the dose rate profile at 1 foot from the side of the 100-ton HI-TRAC transfer cask with the MPC-24 for 35,000 MWD/MTU and 5 year cooling. This figure clearly shows the behavior of the total dose rate and each of the dose components as a function of the cask height. To capture the effect of scattering off the concrete floor, the calculational model simulates the 100-ton HI-TRAC at a height of 6 inches (the typical cask carry height) above the concrete floor. As expected, the total dose rate on the side near the top and bottom is dominated by the Co-60 gamma dose component, while the center dose rate is dominated by the fuel gamma dose component.

The total dose rate and individual dose rate components on the surface of the pool lid on the 100-ton HI-TRAC are provided in Figure 5.1.6, illustrating the significant reduction in dose rate with increasing distance from the center of the pool lid. Specifically, the total dose rate is shown to drop by a factor of more than 20 from the center of the pool lid to the outer edge of the HI-TRAC. Therefore, even though the dose rate in Table 5.1.7 at the center of the pool lid is substantial, the dose rate contribution, from the pool lid, to the personnel exposure is minimal.

The behavior of the dose rate 1-foot from the transfer lid is shown in Figure 5.1.7. Similarly, the total dose rate and the individual dose rate components 1-foot from the top lid, as a function of distance from the axis of the 100-ton HI-TRAC, are shown in Figure 5.1.8. For both lids (transfer and top), the reduction in dose rate with increased distance from the cask axial centerline is substantial.

To reduce the dose rate above the water jacket, a localized temporary shield ring, described in Chapter 8, may be employed on the 125-ton HI-TRACs and on the 100-ton HI-TRAC. This temporary shielding, which is water, essentially extends the water jacket to the top of the HI-TRAC. The effect of the temporary shielding on the side dose rate above the water jacket (in the area around the lifting trunnions and the upper flange) is shown on Figure 5.1.9, which shows

the dose profile on the side of the 100-ton HI-TRAC with the temporary shielding installed. For comparison, the total dose rate without temporary shielding installed is also shown on Figure 5.1.9. The results indicate that the temporary shielding reduces the dose rate by approximately a factor of 2 in the area above the water jacket.

To illustrate the reduction in dose rate with distance from the side of the 100-ton HI-TRAC, Figure 5.1.10 shows the total dose rate on the surface and at distances of 1-foot and 1-meter.

Figure 5.1.11 plots the total dose rate at various distances from the bottom of the transfer lid, including distances of 1, 5, 10, and 15 feet. Near the transfer lid, the total dose rate is shown to decrease significantly as a function of distance from the 100-ton HI-TRAC axial centerline. Near the axis of the HI-TRAC, the reduction in dose rate from the 1-foot distance to the 15-foot distance is approximately a factor of 15. The dose rate beyond the radial edge of the HI-TRAC is also shown to be relatively low at all distances from the HI-TRAC transfer lid. Thus, prudent transfer operating procedures will employ the use of distance to reduce personnel exposure. In addition, when the HI-TRAC is in the horizontal position and is being transported on site, a missile shield may be positioned in front of the HI-TRAC transfer lid or pool lid. If present, this shield would also serve as temporary gamma shielding which would greatly reduce the dose rate in the vicinity of the transfer lid or pool lid. For example, if the missile shield was a 2 inch thick steel plate, the gamma dose rate would be reduced by approximately 90%.

The dose to any real individual at or beyond the controlled area boundary is required to be below 25 mrem per year. The minimum distance to the controlled area boundary is 100 meters from the ISFSI. As mentioned, only the MPC-24 was used in the calculation of the dose rates at the controlled area boundary. Table 5.1.9 presents the annual dose to an individual from a single ~~HI-STORM 100 cask and a single~~ HI-STORM 100S Version B cask and various storage cask arrays, assuming an 8760 hour annual occupancy at the dose point location. The minimum distance required for the corresponding dose is also listed. These values were conservatively calculated for a burnup of ~~47,500~~*60,000* MWD/MTU and a 3-year cooling time. In addition, the annual dose was calculated for *a* burnup~~s~~ of 45,000~~ and 52,500~~ MWD/MTU with *a* corresponding cooling time~~s~~ of 9 ~~and 5~~ years~~ respectively~~. BPRAs were included in these dose estimates. It is noted that these data are provided for illustrative purposes only. A detailed site-specific evaluation of dose at the controlled area boundary must be performed for each ISFSI in accordance with 10CFR72.212~~, as stated in Chapter 12, "Operating Controls and Limits"~~. The site-specific evaluation will consider dose from other portions of the facility and will consider the actual conditions of the fuel being stored (burnup and cooling time).

Figure 5.1.3 is an annual dose versus distance graph for the HI-STORM 100 cask array configurations provided in Table 5.1.9. This curve, which is based on an 8760 hour occupancy, is provided for illustrative purposes only and will be re-evaluated on a site-specific basis.

Section 5.2 lists the gamma and neutron sources for the design basis fuels. Since the source strengths of the GE 6x6 intact and damaged fuel and the GE 6x6 MOX fuel are significantly smaller in all energy groups than the intact design basis fuel source strengths, the dose rates from

the GE 6x6 fuels for normal conditions are bounded by the MPC-68 analysis with the design basis intact fuel. Therefore, no explicit analysis of the MPC-68 with either GE 6x6 intact or damaged or GE 6x6 MOX fuel for normal conditions is required to demonstrate that the MPC-68 with GE 6x6 fuels will meet the normal condition regulatory requirements. Section 5.4.2 evaluates the effect of generic damaged fuel in the MPC-24E, MPC-32 and the MPC-68.

Section 5.2.6 lists the gamma and neutron sources from the Dresden Unit 1 Thoria rod canister and demonstrates that the Thoria rod canister is bounded by the design basis Dresden Unit 1 6x6 intact fuel.

Section 5.2.4 presents the Co-60 sources from the BPRAs, TPDs, CRAs and APSRs that are permitted for storage in the HI-STORM 100 System. Section 5.4.6 discusses the increase in dose rate as a result of adding non-fuel hardware in the MPCs.

Section 5.4.7 demonstrates that the Dresden Unit 1 fuel assemblies containing antimony-beryllium neutron sources are bounded by the shielding analysis presented in this section.

Section 5.2.3 lists the gamma and neutron sources for the design basis stainless steel clad fuel. The dose rates from this fuel are provided in Section 5.4.4.

The analyses summarized in this section demonstrate that the HI-STORM 100 System, including the HI-TRAC transfer cask, are in compliance with the 10CFR72.104 limits and ALARA practices.

5.1.2 Accident Conditions

The 10CFR72.106 radiation dose limits at the controlled area boundary for design basis accidents are:

> Any individual located on or beyond the nearest boundary of the controlled area may not receive from any design basis accident the more limiting of a total effective dose equivalent of 5 Rem, or the sum of the deep-dose equivalent and the committed dose equivalent to any individual organ or tissue (other than the lens of the eye) of 50 Rem. The lens dose equivalent shall not exceed 15 Rem and the shallow dose equivalent to skin or to any extremity shall not exceed 50 Rem. The minimum distance from the spent fuel or high-level radioactive waste handling and storage facilities to the nearest boundary of the controlled are shall be at least 100 meters.

Design basis accidents which may affect the HI-STORM overpack can result in limited and localized damage to the outer shell and radial concrete shield. As the damage is localized and the vast majority of the shielding material remains intact, the effect on the dose at the site boundary is negligible. Therefore, the site boundary, adjacent, and one meter doses for the loaded HI-STORM overpack for accident conditions are equivalent to the normal condition doses, which meet the 10CFR72.106 radiation dose limits.

The design basis accidents analyzed in Chapter 11 have one bounding consequence that affects the shielding materials of the HI-TRAC transfer cask. It is the potential for damage to the water jacket shell and the loss of the neutron shield (water). In the accident consequence analysis, it is conservatively assumed that the neutron shield (water) is completely lost and replaced by a void.

Throughout all design basis accident conditions the axial location of the fuel will remain fixed within the MPC because of the fuel spacers. The HI-STAR 100 System (Docket Number 72-1008) documentation provides analysis to demonstrate that the fuel spacers will not fail under any normal, off-normal, or accident condition of storage. Chapter 3 also shows that the HI-TRAC inner shell, lead, and outer shell remain intact throughout all design basis accident conditions. Localized damage of the HI-TRAC outer shell could be experienced. However, the localized deformations will have only a negligible impact on the dose rate at the boundary of the controlled area.

The complete loss of the HI-TRAC neutron shield significantly affects the dose at mid-height (Dose Point #2) adjacent to the HI-TRAC. Loss of the neutron shield has a small effect on the dose at the other dose points. To illustrate the impact of the design basis accident, the dose rates at Dose Point #2 (see Figures 5.1.2 and 5.1.4) are provided in Table 5.1.10 *for the 100-ton and 125-ton HI-TRACs at a distance of 1 meter and for the 100-ton HI-TRAC at a distance of 100 meters*. The normal condition dose rates are provided for reference. Table 5.1.10 provides a comparison of the normal and accident condition dose rates at one meter from the HI-TRAC. The burnup and cooling time combinations used in Table 5.1.10 were the combinations that resulted in the highest post-accident condition dose rates. These burnup and cooling time combinations do not necessarily correspond to the burnup and cooling time combinations that result in the highest dose rate during normal conditions. ~~Scaling this accident dose rate by the dose rate reduction seen in HI-STORM yields a dose rate at the 100 meter controlled area boundary that would be approximately 4.28*4.22*‡ mrem/hr for the HI-TRAC accident condition.~~ *Based on the dose rate at 100 meters in Table 5.1.10,* ~~At this dose rate,~~ it would take ~~1168~~ *1608* hours (~ ~~48~~ *67* days) for the dose at the controlled area boundary to reach 5 Rem. Assuming a 30 day accident duration, the accumulated dose at the controlled area boundary would be ~~3.08~~*2.2* Rem. Based on this dose rate and the short duration of use for the loaded HI-TRAC transfer cask, it is evident that the dose as a result of the design basis accident cannot exceed 5 Rem at the controlled area boundary for the short duration of the accident.

The consequences of the design basis accident conditions for the MPC-68 and MPC-24E storing damaged fuel ~~and the MPC-68F, MPC-68FF, or MPC-24EF storing damaged fuel~~ and/or fuel debris differ slightly from those with intact fuel. It is conservatively assumed that during a drop accident (vertical, horizontal, or tip-over) the damaged fuel collapses and the pellets rest in the bottom of the damaged fuel container. Analyses in Section 5.4.2 demonstrates that the damaged

† ~~5927.95 mrem/hr (Table 5.1.10) x [349.53*880.47* mrem/yr (Table 5.4.7) / 8760 hrs / 55.26*141.21* mrem/hr (Table 5.1.15)]~~

fuel in the post-accident condition does not significantly affect the dose rates around the cask. Therefore, the damaged fuel post-accident dose rates are bounded by the intact fuel post-accident dose rates.

Analyses summarized in this section demonstrate that the HI-STORM 100 System, including the HI-TRAC transfer cask, are in compliance with the 10CFR72.106 limits.

Table 5.1.1

DELETED

~~DOSE RATES ADJACENT TO HI-STORM 100S OVERPACK~~
~~FOR NORMAL CONDITIONS~~
~~MPC-32 DESIGN BASIS ZIRCALOY CLAD FUEL AT BOUNDING~~
~~BURNUP AND COOLING TIME~~
~~35,000 MWD/MTU AND 3-YEAR COOLING~~

~~**Dose Point† Location**~~	~~**Fuel Gammas†† (mrem/hr)**~~	~~**^{60}Co Gammas (mrem/hr)**~~	~~**Neutrons (mrem/hr)**~~	~~**Totals (mrem/hr)**~~	~~**Totals with BPRAs (mrem/hr)**~~
~~1~~	~~15.43~~	~~18.32~~	~~3.24~~	~~36.99~~	~~37.94~~
~~2~~	~~85.14†††~~	~~0.05~~	~~1.10~~	~~86.30~~	~~92.53~~
~~3~~	~~16.04~~	~~18.95~~	~~2.92~~	~~37.92~~	~~46.16~~
~~4~~	~~3.24~~	~~1.18~~	~~0.95~~	~~5.37~~	~~6.12~~
~~4a~~	~~7.20~~	~~10.46~~	~~13.87~~	~~31.53~~	~~36.41~~

† Refer to Figure 5.1.12.

†† Gammas generated by neutron capture are included with fuel gammas.

††† The cobalt activation of incore grid spacers accounts for 4.1 % of this dose rate.

Table 5.1.2

DELETED

~~DOSE RATES ADJACENT TO HI-STORM 100 OVERPACK~~
~~FOR NORMAL CONDITIONS~~
~~MPC-24 DESIGN BASIS ZIRCALOY CLAD FUEL AT BOUNDING~~
~~BURNUP AND COOLING TIME~~
~~47,500 MWD/MTU AND 3-YEAR COOLING~~

~~Dose Point~~† ~~Location~~	~~Fuel Gammas~~†† ~~(mrem/hr)~~	~~^{60}Co Gammas (mrem/hr)~~	~~Neutrons (mrem/hr)~~	~~Totals (mrem/hr)~~	~~Totals with BPRAs (mrem/hr)~~
~~1~~	~~11.14~~	~~6.61~~	~~3.70~~	~~21.46~~	~~21.84~~
~~2~~	~~88.86~~†††	~~0.04~~	~~2.52~~	~~91.41~~	~~96.85~~
~~3~~	~~7.51~~	~~4.36~~	~~1.84~~	~~13.71~~	~~15.38~~
~~4~~	~~1.74~~	~~0.49~~	~~4.82~~	~~7.05~~	~~7.51~~

† Refer to Figure 5.1.1.

†† Gammas generated by neutron capture are included with fuel gammas.

††† The cobalt activation of incore grid spacers accounts for 4 % of this dose rate.

Table 5.1.3

DELETED

~~DOSE RATES ADJACENT TO HI-STORM 100S OVERPACK FOR NORMAL CONDITIONS~~
~~MPC-68 DESIGN BASIS ZIRCALOY CLAD FUEL AT BOUNDING BURNUP AND COOLING TIME~~
~~40,000 MWD/MTU AND 3-YEAR COOLING~~

~~**Dose Point† Location**~~	~~**Fuel Gammas†† (mrem/hr)**~~	~~**^{60}Co Gammas (mrem/hr)**~~	~~**Neutrons (mrem/hr)**~~	~~**Totals (mrem/hr)**~~
~~1~~	~~15.31~~	~~14.43~~	~~5.79~~	~~35.53~~
~~2~~	~~77.57~~	~~0.01~~	~~1.79~~	~~79.37~~
~~3~~	~~6.63~~	~~21.89~~	~~2.58~~	~~31.10~~
~~4~~	~~1.83~~	~~1.58~~	~~0.99~~	~~4.40~~
~~4a~~	~~1.99~~	~~15.20~~	~~13.46~~	~~30.65~~

† Refer to Figure 5.1.12.

†† Gammas generated by neutron capture are included with fuel gammas.

Table 5.1.4

DELETED

~~DOSE RATES AT ONE METER FROM HI-STORM 100S OVERPACK~~
~~FOR NORMAL CONDITIONS~~
~~MPC-32 DESIGN BASIS ZIRCALOY CLAD FUEL AT BOUNDING~~
~~BURNUP AND COOLING TIME~~
~~35,000 MWD/MTU AND 3-YEAR COOLING~~

~~**Dose Point† Location**~~	~~**Fuel Gammas†† (mrem/hr)**~~	~~**^{60}Co Gammas (mrem/hr)**~~	~~**Neutrons (mrem/hr)**~~	~~**Totals (mrem/hr)**~~	~~**Totals with BPRAs (mrem/hr)**~~
~~1~~	~~10.64~~	~~6.18~~	~~0.47~~	~~17.29~~	~~18.11~~
~~2~~	~~44.43†††~~	~~0.40~~	~~0.43~~	~~45.26~~	~~48.50~~
~~3~~	~~8.32~~	~~5.33~~	~~0.46~~	~~14.12~~	~~16.82~~
~~4~~	~~0.83~~	~~0.37~~	~~0.42~~	~~1.62~~	~~1.84~~

† Refer to Figure 5.1.12.

†† Gammas generated by neutron capture are included with fuel gammas.

††† The cobalt activation of incore grid spacers accounts for 4.1 % of this dose rate.

Table 5.1.5

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~~DOSE RATES AT ONE METER FROM HI-STORM 100 OVERPACK FOR NORMAL CONDITIONS MPC-24 DESIGN BASIS ZIRCALOY CLAD FUEL AT BOUNDING BURNUP AND COOLING TIME 47,500 MWD/MTU AND 3-YEAR COOLING~~

~~**Dose Point[†] Location**~~	~~**Fuel Gammas[††] (mrem/hr)**~~	~~**^{60}Co Gammas (mrem/hr)**~~	~~**Neutrons (mrem/hr)**~~	~~**Totals (mrem/hr)**~~	~~**Totals with BPRAs (mrem/hr)**~~
~~1~~	~~11.15~~	~~3.94~~	~~0.72~~	~~15.82~~	~~16.36~~
~~2~~	~~46.78~~[†††]	~~0.33~~	~~1.04~~	~~48.16~~	~~50.95~~
~~3~~	~~6.51~~	~~2.84~~	~~0.28~~	~~9.64~~	~~10.87~~
~~4~~	~~0.84~~	~~0.22~~	~~1.47~~	~~2.53~~	~~2.66~~

† Refer to Figure 5.1.1.

†† Gammas generated by neutron capture are included with fuel gammas.

††† The cobalt activation of incore grid spacers accounts for 4 % of this dose rate.

Table 5.1.6

DELETED

~~DOSE RATES AT ONE METER FROM HI-STORM 100S OVERPACK~~
~~FOR NORMAL CONDITIONS~~
~~MPC-68 DESIGN BASIS ZIRCALOY CLAD FUEL AT BOUNDING~~
~~BURNUP AND COOLING TIME~~
~~40,000 MWD/MTU AND 3-YEAR COOLING~~

~~**Dose Point†**~~ ~~**Location**~~	~~**Fuel Gammas††**~~ ~~**(mrem/hr)**~~	~~**^{60}Co Gammas**~~ ~~**(mrem/hr)**~~	~~**Neutrons**~~ ~~**(mrem/hr)**~~	~~**Totals**~~ ~~**(mrem/hr)**~~
~~1~~	~~10.70~~	~~4.55~~	~~0.78~~	~~16.03~~
~~2~~	~~39.27~~	~~0.32~~	~~0.74~~	~~40.33~~
~~3~~	~~4.38~~	~~6.36~~	~~0.33~~	~~11.07~~
~~4~~	~~0.47~~	~~0.50~~	~~0.44~~	~~1.41~~

† Refer to Figure 5.1.12.

†† Gammas generated by neutron capture are included with fuel gammas.

Table 5.1.7

DOSE RATES FROM THE 100-TON HI-TRAC FOR NORMAL CONDITIONS
MPC-24 DESIGN BASIS ZIRCALOY CLAD FUEL
~~46~~*60*,000 MWD/MTU AND 3-YEAR COOLING

Dose Point Location	**Fuel Gammas (mrem/hr)**	**(n,γ) Gammas (mrem/hr)**	**^{60}Co Gammas (mrem/hr)**	**Neutrons (mrem/hr)**	**Totals (mrem/hr)**	**Totals with BPRAs (mrem/hr)**
ADJACENT TO THE 100-TON HI-TRAC						
1	*124.94*	*33.16*	*958.00*	*469.38*	*1585.48*	*1594.02*
2	*3196.67*†	*134.95*	*0.96*	*249.02*	*3581.60*	*3828.84*
3	*36.47*	*6.50*	*528.22*	*392.74*	*963.94*	*1112.46*
3 (temp)	*16.31*	*11.57*	*244.83*	*6.31*	*279.02*	*347.16*
4	*80.38*	*2.57*	*425.12*	*483.50*	*991.57*	*1116.07*
4 (outer)	*23.94*	*1.63*	*105.85*	*326.35*	*457.77*	*489.10*
5 (pool lid)	*623.98*	*47.34*	*4826.78*	*3152.66*	*8650.76*	*8715.53*
5 (transfer)	*1243.30*	*2.59*	*7192.64*	*1805.36*	*10243.89*	*10340.73*
5(t-outer)	*318.58*	*0.89*	*696.19*	*713.29*	*1728.95*	*1750.42*
ONE METER FROM THE 100-TON HI-TRAC						
1	*422.99*	*17.82*	*142.41*	*76.30*	*659.52*	*692.00*
2	*1400.26*†	*41.25*	*11.27*	*93.37*	*1546.14*	*1655.62*
3	*177.50*	*9.93*	*118.30*	*36.64*	*342.37*	*391.80*
3 (temp)	*176.53*	*10.66*	*100.76*	*13.85*	*301.80*	*346.37*
4	*27.82*	*0.45*	*131.25*	*120.44*	*279.96*	*318.53*
5 (transfer)	*552.69*	*0.48*	*2938.22*	*503.83*	*3995.21*	*4034.34*
5(t-outer)	*76.44*	*1.54*	*264.85*	*144.64*	*487.47*	*491.37*

Notes:

- Refer to Figures 5.1.2 and 5.1.4 for dose locations.
- Dose location 3(temp) represents dose location 3 with temporary shielding installed.
- Dose location 4(outer) is the radial segment at dose location 4 which is 18-30 inches from the center of the overpack.
- Dose location 5(t-outer) is the radial segment at dose location 5 (transfer lid) which is 30-42 and 54-66 inches from the center of the lid for the adjacent and one meter locations, respectively. The inner radius of the HI-TRAC is 34.375 in. and the outer radius of the water jacket is 44.375 in.
- Dose rate based on no water within the MPC. For the majority of the duration that the HI-TRAC pool lid is installed, the MPC cavity will be flooded with water. The water within the MPC greatly reduces the dose rate.

† The cobalt activation of incore grid spacers accounts for *approximately* 6~~.3~~% of the surface and one-meter dose rates.

Table 5.1.8

DOSE RATES FROM THE 125-TON HI-TRACS FOR NORMAL CONDITIONS
MPC-24 DESIGN BASIS ZIRCALOY CLAD FUEL
75,000 MWD/MTU AND 5-YEAR COOLING

Dose Point Location	Fuel Gammas (mrem/hr)	(n,γ) Gammas (mrem/hr)	^{60}Co Gammas (mrem/hr)	Neutrons (mrem/hr)	Totals (mrem/hr)	Totals with BPRAs (mrem/hr)
ADJACENT TO THE 125-TON HI-TRACs						
1	6.32	61.85	100.63	415.90	584.70	585.42
2	113.33†	183.20	0.01	287.94	584.49	600.36
3	1.41	6.55	62.26	663.65	733.88	753.59
4	41.57	8.40	340.67	767.94	1158.58	1274.01
4 (outer)	4.84	6.00	42.31	16.11	69.26	83.45
5 (pool)	54.77	3.67	454.56	2883.53	3396.53	3404.24
5 (transfer)	65.81	4.78	601.40	440.29	1112.28	1117.76
ONE METER FROM THE 125-TON HI-TRACs						
1	14.93	24.68	12.90	68.44	120.95	122.99
2	50.47†	59.39	0.52	98.23	208.61	215.68
3	5.66	13.95	12.58	61.07	93.26	98.17
4	11.54	2.03	82.02	79.09	174.68	202.33
5 (transfer)	25.98	0.92	290.76	76.26	393.92	396.85

Notes:
- Refer to Figures 5.1.2 and 5.1.4 for dose locations.
- Dose location 4(outer) is the radial segment at dose location 4 which is 18-24 inches from the center of the overpack.
- Dose rate based on no water within the MPC. For the majority of the duration that the HI-TRAC pool lid is installed, the MPC cavity will be flooded with water. The water within the MPC greatly reduces the dose rate.

† The cobalt activation of incore grid spacers accounts for 9.4% of the surface and one-meter dose rates.

Table 5.1.9

DOSE RATES FOR ARRAYS OF MPC-24
WITH DESIGN BASIS ZIRCALOY CLAD FUEL
AT VARYING BURNUP AND COOLING TIMES

Array Configuration	1 cask	2x2	2x3	2x4	2x5
~~HI-STORM 100 Overpack~~					
~~47,500 MWD/MTU AND 3-YEAR COOLING~~					
~~Annual Dose (mrem/year)~~	~~24.10~~	~~18.07~~	~~15.86~~	~~21.15~~	~~16.29~~
~~Distance to Controlled Area Boundary (meters)~~	~~250~~	~~350~~	~~400~~	~~400~~	~~450~~
~~52,500 MWD/MTU AND 5-YEAR COOLING~~					
~~Annual Dose (mrem/year)‡~~	~~22.88~~	~~14.34~~	~~21.52~~	~~16.79~~	~~20.99~~
~~Distance to Controlled Area Boundary (meters)‡‡~~	~~200~~	~~300~~	~~300~~	~~350~~	~~350~~
~~45,000 MWD/MTU AND 9-YEAR COOLING~~					
~~Annual Dose (mrem/year)‡~~	~~22.20~~	~~23.41~~	~~16.77~~	~~22.36~~	~~14.91~~
~~Distance to Controlled Area Boundary (meters)‡‡~~	~~150~~	~~200~~	~~250~~	~~250~~	~~300~~
HI-STORM 100S Version B Overpack					
~~47,500~~*60,000* MWD/MTU AND 3-YEAR COOLING					
Annual Dose (mrem/year) †	*19.26*	*16.41*	*24.62*	*20.36*	*16.34*
Distance to Controlled Area Boundary (meters) ††,†††	*350*	*450*	*450*	*500*	*550*
~~52,500 MWD/MTU AND 5-YEAR COOLING~~					
~~Annual Dose (mrem/year)‡~~	~~24.86~~	~~15.26~~	~~22.88~~	~~17.24~~	~~21.55~~
~~Distance to Controlled Area Boundary (meters)‡‡~~	~~200~~	~~300~~	~~300~~	~~350~~	~~350~~
45,000 MWD/MTU AND 9-YEAR COOLING					
Annual Dose (mrem/year) †	*23.56*	*14.30*	*21.46*	*15.89*	*19.86*
Distance to Controlled Area Boundary (meters) ††	*200*	*300*	*300*	*350*	*350*

† 8760 hr. annual occupancy is assumed.

†† Dose location is at the center of the long side of the array.

††† Actual controlled area boundary dose rates will be lower because the maximum permissible burnup for 3-year cooling, as specified in the Section 2.1.9, is lower than the burnup used for this analysis.

Table 5.1.10

DOSE RATES ~~AT ONE METER~~ FROM HI-TRAC
FOR ACCIDENT CONDITIONS
MPC-24 DESIGN BASIS ZIRCALOY CLAD FUEL
AT BOUNDING BURNUP AND COOLING TIMES

Dose Point† Location	**Fuel Gammas†† (mrem/hr)**	**^{60}Co Gammas (mrem/hr)**	**Neutrons (mrem/hr)**	**Totals (mrem/hr)**	**Totals with BPRAs (mrem/hr)**
ONE METER FROM HI-TRAC					
125-TON HI-TRACs					
75,000 MWD/MTU AND 5-YEAR COOLING					
2 (Accident Condition)	92.26	1.02	3476.98	3570.26	3583.16
2 (Normal Condition)	109.86	0.52	98.23	208.61	215.68
100-TON HI-TRAC					
75,000 MWD/MTU AND 5-YEAR COOLING					
2 (Accident Condition)	1354.67	17.88	4359.16	5731.72	5927.95
2 (Normal Condition)	829.09	9.90	168.82	1007.81	1117.29
100 METERS FROM HI-TRAC					
100-TON HI-TRAC					
75,000 MWD/MTU AND 5-YEAR COOLING					
2 (Accident Condition)	*0.68*	*0.10*	*2.22*	*3.00*	*3.11*

† Refer to Figures 5.1.2 and 5.1.4.

†† Gammas generated by neutron capture are included with fuel gammas.

Table 5.1.11

DOSE RATES ADJACENT TO HI-STORM 100S VERSION B OVERPACK
FOR NORMAL CONDITIONS
MPC-32 DESIGN BASIS ZIRCALOY CLAD FUEL AT BOUNDING
BURNUP AND COOLING TIME
~~35~~*45*,000 MWD/MTU AND 3-YEAR COOLING

Dose Point† Location	**Fuel Gammas†† (mrem/hr)**	**^{60}Co Gammas (mrem/hr)**	**Neutrons (mrem/hr)**	**Totals (mrem/hr)**	**Totals with BPRAs (mrem/hr)**
1	*41.37*	*70.98*	*14.80*	*127.15*	*130.10*
2	*239.51*	*0.32*	*4.24*	*244.08*	*261.07*
3	*11.22*	*17.82*	*5.51*	*34.54*	*40.95*
4	*12.02*	*4.29*	*4.11*	*20.43*	*22.78*

† Refer to Figure 5.1.13.

†† Gammas generated by neutron capture are included with fuel gammas.

Table 5.1.12

DOSE RATES ADJACENT TO HI-STORM 100S VERSION B OVERPACK
FOR NORMAL CONDITIONS
MPC-24 DESIGN BASIS ZIRCALOY CLAD FUEL AT BOUNDING
BURNUP AND COOLING TIME
~~47,500~~*60,000* MWD/MTU AND 3-YEAR COOLING

Dose Point† Location	**Fuel Gammas†† (mrem/hr)**	**^{60}Co Gammas (mrem/hr)**	**Neutrons (mrem/hr)**	**Totals (mrem/hr)**	**Totals with BPRAs (mrem/hr)**
1	*34.25*	*57.09*	*29.86*	*121.20*	*122.67*
2	*252.16*	*0.10*	*7.16*	*259.41*	*273.60*
3	*13.56*	*15.57*	*9.82*	*38.94*	*43.90*
4	*13.42*	*4.65*	*7.22*	*25.29*	*27.30*

† Refer to Figure 5.1.13.

†† Gammas generated by neutron capture are included with fuel gammas.

Table 5.1.13

DOSE RATES ADJACENT TO HI-STORM 100S VERSION B OVERPACK
FOR NORMAL CONDITIONS
MPC-68 DESIGN BASIS ZIRCALOY CLAD FUEL AT BOUNDING
BURNUP AND COOLING TIME
~~40~~*50*,000 MWD/MTU AND 3-YEAR COOLING

Dose Point† Location	**Fuel Gammas†† (mrem/hr)**	**^{60}Co Gammas (mrem/hr)**	**Neutrons (mrem/hr)**	**Totals (mrem/hr)**
1	*20.15*	*56.22*	*18.80*	*95.17*
2	*211.31*	*0.12*	*6.38*	*217.81*
3	*4.39*	*18.15*	*3.73*	*26.27*
4	*7.76*	*5.05*	*3.40*	*16.20*

† Refer to Figure 5.1.13.

†† Gammas generated by neutron capture are included with fuel gammas.

Table 5.1.14

DOSE RATES AT ONE METER FROM HI-STORM 100S VERSION B OVERPACK
FOR NORMAL CONDITIONS
MPC-32 DESIGN BASIS ZIRCALOY CLAD FUEL AT BOUNDING
BURNUP AND COOLING TIME
~~35~~*45*,000 MWD/MTU AND 3-YEAR COOLING

Dose Point† Location	**Fuel Gammas†† (mrem/hr)**	**^{60}Co Gammas (mrem/hr)**	**Neutrons (mrem/hr)**	**Totals (mrem/hr)**	**Totals with BPRAs (mrem/hr)**
1	*32.51*	*18.19*	*2.41*	*53.10*	*55.78*
2	*124.98*	*1.42*	*1.75*	*128.15*	*136.88*
3	*14.74*	*8.67*	*0.75*	*24.16*	*28.13*
4	*2.79*	*1.31*	*1.16*	*5.26*	*5.89*

† Refer to Figure 5.1.13.

†† Gammas generated by neutron capture are included with fuel gammas.

Table 5.1.15

DOSE RATES AT ONE METER FROM HI-STORM 100S VERSION B OVERPACK
FOR NORMAL CONDITIONS
MPC-24 DESIGN BASIS ZIRCALOY CLAD FUEL AT BOUNDING
BURNUP AND COOLING TIME
~~47,500~~*60,000* MWD/MTU AND 3-YEAR COOLING

Dose Point[†] Location	**Fuel Gammas[††] (mrem/hr)**	**^{60}Co Gammas (mrem/hr)**	**Neutrons (mrem/hr)**	**Totals (mrem/hr)**	**Totals with BPRAs (mrem/hr)**
1	*33.12*	*16.07*	*4.80*	*54.00*	*55.76*
2	*129.84*	*1.15*	*2.84*	*133.83*	*141.21*
3	*15.89*	*7.23*	*1.30*	*24.42*	*27.44*
4	*3.22*	*1.41*	*2.36*	*6.99*	*7.54*

† Refer to Figure 5.1.13.

†† Gammas generated by neutron capture are included with fuel gammas.

Table 5.1.16

DOSE RATES AT ONE METER FROM HI-STORM 100S VERSION B OVERPACK
FOR NORMAL CONDITIONS
MPC-68 DESIGN BASIS ZIRCALOY CLAD FUEL AT BOUNDING
BURNUP AND COOLING TIME
~~40~~*50*,000 MWD/MTU AND 3-YEAR COOLING

Dose Point† Location	**Fuel Gammas†† (mrem/hr)**	**^{60}Co Gammas (mrem/hr)**	**Neutrons (mrem/hr)**	**Totals (mrem/hr)**
1	*25.76*	*15.91*	*3.21*	*44.88*
2	*107.43*	*0.95*	*2.46*	*110.84*
3	*7.78*	*8.96*	*0.73*	*17.47*
4	*1.78*	*1.65*	*0.84*	*4.27*

† Refer to Figure 5.1.13.

†† Gammas generated by neutron capture are included with fuel gammas.

FIGURE 5.1.1

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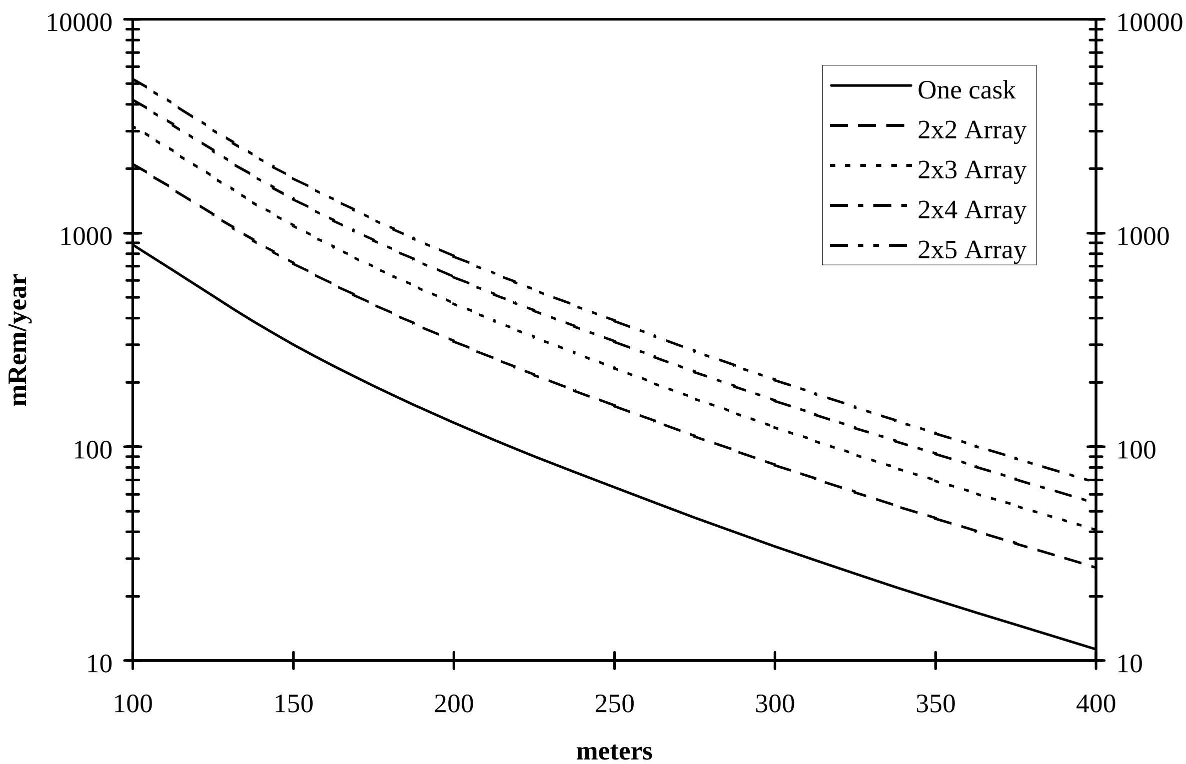

FIGURE 5.1.3; ANNUAL DOSE VERSUS DISTANCE FOR VARIOUS CONFIGURATIONS OF THE MPC-24 FOR 60,000 MWD/MTU AND 3-YEAR COOLING (8760 HOUR OCCUPANCY ASSUMED)

FIGURE 5.1.12

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5.2 SOURCE SPECIFICATION

The neutron and gamma source terms, decay heat values, and quantities of radionuclides available for release were calculated with the SAS2H and ORIGEN-S modules of the SCALE 4.3 system [5.1.2, 5.1.3]. SAS2H has been extensively compared to experimental isotopic validations and decay heat measurements. References [5.2.8] through [5.2.12] and [5.2.15] present isotopic comparisons for PWR and BWR fuels for burnups ranging to 47 GWD/MTU and reference [5.2.13] presents results for BWR measurements to a burnup of 57 GWD/MTU. A comparison of calculated and measured decays heats is presented in reference [5.2.14]. All of these studies indicate good agreement between SAS2H and measured data. Additional comparisons of calculated values and measured data are being performed by various institutions for high burnup PWR and BWR fuel. These new results, when published, are expected to further confirm the validity of SAS2H for the analysis of PWR and BWR fuel.

Sample input files for SAS2H and ORIGEN-S are provided in Appendices 5.A and 5.B, respectively. The gamma source term is actually comprised of three distinct sources. The first is a gamma source term from the active fuel region due to decay of fission products. The second source term is from ^{60}Co activity of the steel structural material in the fuel element above and below the active fuel region. The third source is from (n,γ) reactions described below.

A description of the design basis zircaloy clad fuel for the source term calculations is provided in Table 5.2.1. The PWR fuel assembly described is the assembly that produces the highest neutron and gamma sources and the highest decay heat load for a given burnup and cooling time from the following fuel assembly classes listed in Table 2.1.1: B&W 15x15, B&W 17x17, CE 14x14, CE 16x16, WE 14x14, WE 15x15, WE 17x17, St. Lucie, and Ft. Calhoun. The BWR fuel assembly described is the assembly that produces the highest neutron and gamma sources and the highest decay heat load for a given burnup and cooling time from the following fuel assembly classes listed in Table 2.1.2: GE BWR/2-3, GE BWR/4-6, Humboldt Bay 7x7, and Dresden 1 8x8. Multiple SAS2H and ORIGEN-S calculations were performed to confirm that the B&W 15x15 and the GE 7x7, which have the highest UO_2 mass, bound all other PWR and BWR fuel assemblies, respectively. Section 5.2.5 discusses, in detail, the determination of the design basis fuel assemblies.

The design basis Humboldt Bay and Dresden 1 6x6 fuel assembly is described in Table 5.2.2. The fuel assembly type listed produces the highest total neutron and gamma sources from the fuel assemblies at Dresden 1 and Humboldt Bay. Table 5.2.21 provides a description of the design basis Dresden 1 MOX fuel assembly used in this analysis. The design basis 6x6 and MOX fuel assemblies which are smaller than the GE 7x7, are assumed to have the same hardware characteristics as the GE 7x7. This is conservative because the larger hardware mass of the GE 7x7 results in a larger ^{60}Co activity.

The design basis stainless steel clad fuel assembly for the Indian Point 1, Haddam Neck, and San Onofre 1 assembly classes is described in Table 5.2.3. This table also describes the design basis stainless steel clad LaCrosse fuel assembly.

The design basis assemblies mentioned above are the design basis assemblies for both intact and damaged fuel and fuel debris for their respective array classes. Analyses of damaged fuel is presented in Section 5.4.2.

In performing the SAS2H and ORIGEN-S calculations, a single full power cycle was used to achieve the desired burnup. This assumption, in conjunction with the above-average specific powers listed in Tables 5.2.1, 5.2.2, 5.2.3, and 5.2.21 resulted in conservative source term calculations.

Sections 5.2.1 and 5.2.2 describe the calculation of gamma and neutron source terms for zircaloy clad fuel while Section 5.2.3 discusses the calculation of the gamma and neutron source terms for the stainless steel clad fuel.

5.2.1 Gamma Source

Tables 5.2.4 through 5.2.6 provide the gamma source in MeV/s and photons/s as calculated with SAS2H and ORIGEN-S for the design basis zircaloy clad fuels at varying burnups and cooling times. Tables 5.2.7 and 5.2.22 provides the gamma source in MeV/s and photons/s for the design basis 6x6 and MOX fuel, respectively.

Specific analysis for the HI-STORM 100 System, which includes the HI-STORM storage overpacks and the HI-TRAC transfer casks, was performed to determine the dose contribution from gammas as a function of energy. This analysis considered dose locations external to the 100-ton HI-TRAC transfer cask and the HI-STORM 100 overpack and vents. The results of this analysis have revealed that, due to the magnitude of the gamma source at lower energies, gammas with energies as low as 0.45 MeV must be included in the shielding analysis. The effect of gammas with energies above 3.0 MeV, on the other hand, was found to be insignificant (less than 1% of the total gamma dose at all high dose locations). This is due to the fact that the source of gammas in this range (i.e., above 3.0 MeV) is extremely low (less than 1% of the total source). Therefore, all gammas with energies in the range of 0.45 to 3.0 MeV are included in the shielding calculations. Dose rate contributions from above and below this range were evaluated and found to be negligible. Photons with energies below 0.45 MeV are too weak to penetrate the HI-STORM overpack or HI-TRAC, and photons with energies above 3.0 MeV are too few to contribute significantly to the external dose.

The primary source of activity in the non-fuel regions of an assembly arises from the activation of ^{59}Co to ^{60}Co. The primary source of ^{59}Co in a fuel assembly is impurities in the steel structural material above and below the fuel. The zircaloy in these regions is neglected since it does not have a significant ^{59}Co impurity level. Reference [5.2.2] indicates that the impurity level in steel is 800 ppm or 0.8 gm/kg. Conservatively, the impurity level of ^{59}Co was assumed to be 1000 ppm or 1.0 gm/kg. Therefore, Inconel and stainless steel in the non-fuel regions are both conservatively assumed to have the same 1.0 gm/kg impurity level.

Holtec International has gathered information from utilities and vendors which shows that the 1.0 gm/kg impurity level is very conservative for fuel which has been manufactured since the mid-to-late 1980s after the implementation of an industry wide cobalt reduction program. The typical Cobalt-59 impurity level for fuel since the late 1980s is less than 0.5 gm/kg. Based on this, fuel with a short cooling time, 5 to 9 years, would have a Cobalt-59 impurity level less than 0.5 gm/kg. Therefore, the use of a bounding Cobalt-59 impurity level of 1.0 gm/kg is very conservative, particularly for recently manufactured assemblies. Analysis in Reference [5.2.3] indicates that the cobalt impurity in steel and inconel for fuel manufactured in the 1970s ranged from approximately 0.2 gm/kg to 2.2 gm/kg. However, older fuel manufactured with higher cobalt impurity levels will also have a corresponding longer cooling time and therefore will be bounded by the analysis presented in this chapter. As confirmation of this statement, Appendix D presents a comparison of the dose rates around the 100-ton HI-TRAC and the HI-STORM with the MPC-24 for a short cooling time (5 years) using the 1.0 gm/kg mentioned above and for a long cooling time (9 years) using a higher cobalt impurity level of 4.7 gm/kg for inconel. These results confirm that the dose rates for the longer cooling time with the higher impurity level are essentially equivalent to (within 11%) or bounded by the dose rates for the shorter cooling time with the lower impurity level. Therefore, the analysis in this chapter is conservative.

Some of the PWR fuel assembly designs (B&W and WE 15x15) utilized inconel in-core grid spacers while other PWR fuel designs use zircaloy in-core grid spacers. In the mid 1980s, the fuel assembly designs using inconel in-core grid spacers were altered to use zircaloy in-core grid spacers. Since both designs may be loaded into the HI-STORM 100 system, the gamma source for the PWR zircaloy clad fuel assembly includes the activation of the in-core grid spacers. Although BWR assembly grid spacers are zircaloy, some assembly designs have inconel springs in conjunction with the grid spacers. The gamma source for the BWR zircaloy clad fuel assembly includes the activation of these springs associated with the grid spacers.

The non-fuel data listed in Table 5.2.1 were taken from References [5.2.2], [5.2.4], and [5.2.5]. As stated above, a Cobalt-59 impurity level of 1 gm/kg (0.1 wt%) was used for both inconel and stainless steel. Therefore, there is little distinction between stainless steel and inconel in the source term generation and since the shielding characteristics are similar, stainless steel was used in the MCNP calculations instead of inconel. The BWR masses are for an 8x8 fuel assembly. These masses are also appropriate for the 7x7 assembly since the masses of the non-fuel hardware from a 7x7 and an 8x8 are approximately the same. The masses listed are those of the steel components. The zircaloy in these regions was not included because zircaloy does not produce significant activation. The masses are larger than most other fuel assemblies from other manufacturers. This, in combination with the conservative ^{59}Co impurity level and the use of conservative flux weighting fractions (discussed below) results in an over-prediction of the non-fuel hardware source that bounds all fuel for which storage is requested.

The masses in Table 5.2.1 were used to calculate a ^{59}Co impurity level in the fuel assembly material. The grams of impurity were then used in ORIGEN-S to calculate a ^{60}Co activity level for the desired burnup and decay time. The methodology used to determine the activation level was developed from Reference [5.2.3] and is described here.

1. The activity of the ^{60}Co is calculated using ORIGEN-S. The flux used in the calculation was the in-core fuel region flux at full power.

2. The activity calculated in Step 1 for the region of interest was modified by the appropriate scaling factors listed in Table 5.2.10. These scaling factors were taken from Reference [5.2.3].

Tables 5.2.11 through 5.2.13 provide the ^{60}Co activity utilized in the shielding calculations for the non-fuel regions of the assemblies in the MPC-32, MPC-24, and the MPC-68 for varying burnup and cooling times. The design basis 6x6 and MOX fuel assemblies are conservatively assumed to have the same ^{60}Co source strength as the BWR design basis fuel. This is a conservative assumption as the design basis 6x6 fuel and MOX fuel assemblies are limited to a significantly lower burnup and longer cooling time than the design basis fuel.

In addition to the two sources already mentioned, a third source arises from (n,γ) reactions in the material of the MPC and the overpack. This source of photons is properly accounted for in MCNP when a neutron calculation is performed in a coupled neutron-gamma mode.

There is some uncertainty associated with the ORIGEN-S calculations due to uncertainty in the physics data (e.g. cross sections, decay constants, etc.) and the modeling techniques. References [5.2.9], [5.2.10], and [5.2.15] perform comparisons between calculations and experimental isotopic measurement data. These comparisons indicate that calculated to measured ratios for Cs-134 and Eu-154, two of the major contributors to the gamma source, range from 0.79 to 1.009 and 0.79 to 0.98, respectively. These values provide representative insight into the entire range of possible error in the source term calculations. However, any non-conservatism associated with the uncertainty in the source term calculations is offset by the conservative nature of the source term and shielding calculations performed in this chapter, and therefore no adjustments were made to the calculated values.

5.2.2 Neutron Source

It is well known that the neutron source strength increases as enrichment decreases, for a constant burnup and decay time. This is due to the increase in Pu content in the fuel, which increases the inventory of other transuranium nuclides such as Cm. The gamma source also varies with enrichment, although only slightly. Because of this effect and in order to obtain conservative source terms, low initial fuel enrichments were chosen for the BWR and PWR design basis fuel assemblies. The enrichments are appropriately varied as a function of burnup. Table 5.2.24 presents the ^{235}U initial enrichments for various burnup ranges from 20,000 - 75,000 MWD/MTU for PWR and 20,000 - 70,000 MWD/MTU for BWR zircaloy clad fuel. These enrichments are based on References [5.2.6] and [5.2.7]. Table 8 of reference [5.2.6] presents average enrichments for burnup ranges. The initial enrichments chosen in Table 5.2.24, for burnups up to 50,000 MWD/MTU, are approximately the average enrichments from Table 8 of reference [5.2.6] for the burnup range that is 5,000 MWD/MTU less than the ranges listed in

Table 5.2.24. These enrichments are below the enrichments typically required to achieve the burnups that were analyzed. For burnups greater than 50,000 MWD/MTU, the data on historical and projected burnups available in the LWR Quantities Database in reference [5.2.7] and some additional data from nuclear plants was reviewed and conservatively low enrichments were chosen for each burnup range above 50,000 MWD/MTU.

Inherent to this approach of selecting minimum enrichments that bound the vast majority of discharged fuel is the fact that a small number of atypical assemblies will not be bounded. However, these atypical assemblies are very few in number (as evidenced by the referenced discharge data), and thus, it is unlikely that a single cask would contain several of these outlying assemblies. Further, because the approach is based on using minimum enrichments for given burnup ranges, any atypical assemblies that may exist are expected to have enrichments that are very near to the minimum enrichments used in the analysis. Therefore, the result is an insignificant effect on the calculated dose rates. Consequently, the minimum enrichment values used in the shielding analysis are adequate to bound the fuel authorized by the limits in Section 2.1.9 for loading in the HI-STORM system. Since the enrichment does affect the source term evaluation, it is recommended that the site-specific dose evaluation consider the enrichment for the fuel being stored.

The neutron source calculated for the design basis fuel assemblies for the MPC-24, MPC-32, and MPC-68 and the design basis 6x6 fuel are listed in Tables 5.2.15 through 5.2.18 in neutrons/s for varying burnup and cooling times. Table 5.2.23 provides the neutron source in neutrons/sec for the design basis MOX fuel assembly. ^{244}Cm accounts for approximately 92-97% of the total number of neutrons produced. Alpha,n reactions in isotopes other than ^{244}Cm account for approximately 0.3-2% of the neutrons produced while spontaneous fission in isotopes other than ^{244}Cm account for approximately 2-8% of the neutrons produced within the UO_2 fuel. In addition, any neutrons generated from subcritical multiplication, (n,2n) or similar reactions are properly accounted for in the MCNP calculation.

There is some uncertainty associated with the ORIGEN-S calculations due to uncertainty in the physics data (e.g. cross sections, decay constants, etc.) and the modeling techniques. References [5.2.9], [5.2.10], and [5.2.15] perform comparisons between calculations and experimental isotopic measurement data. These comparisons indicate that calculated to measured ratios for Cm-244 ranges from 0.81 to 0.95. These values provide representative insight into the entire range of possible error in the source term calculations. However, any non-conservatism associated with the uncertainty in the source term calculations is offset by the conservative nature of the source term and shielding calculations performed in this chapter, and therefore no adjustments were made to the calculated values.

5.2.3 Stainless Steel Clad Fuel Source

Table 5.2.3 lists the characteristics of the design basis stainless steel clad fuel. The fuel characteristics listed in this table are the input parameters that were used in the shielding calculations described in this chapter. The active fuel length listed in Table 5.2.3 is actually

longer than the true active fuel length of 122 inches for the WE 15x15 and 83 inches for the LaCrosse 10x10. Since the true active fuel length is shorter than the design basis zircaloy clad active fuel length, it would be incorrect to calculate source terms for the stainless steel fuel using the correct fuel length and compare them directly to the zircaloy clad fuel source terms because this does not reflect the potential change in dose rates. As an example, if it is assumed that the source strength for both the stainless steel and zircaloy fuel is 144 neutrons/s and that the active fuel lengths of the stainless steel fuel and zircaloy fuel are 83 inches and 144 inches, respectively; the source strengths per inch of active fuel would be different for the two fuel types, 1.73 neutrons/s/inch and 1 neutron/s/inch for the stainless steel and zircaloy fuel, respectively. The result would be a higher neutron dose rate at the center of the cask with the stainless steel fuel than with the zircaloy clad fuel; a conclusion that would be overlooked by just comparing the source terms. This is an important consideration because the stainless steel clad fuel differs from the zircaloy clad in one important aspect: the stainless steel cladding will contain a significant photon source from Cobalt-60 which will be absent from the zircaloy clad fuel.

In order to eliminate the potential confusion when comparing source terms, the stainless steel clad fuel source terms were calculated with the same active fuel length as the design basis zircaloy clad fuel. Reference [5.2.2] indicates that the Cobalt-59 impurity level in steel is 800 ppm or 0.8 gm/kg. This impurity level was used for the stainless steel cladding in the source term calculations. It is assumed that the end fitting masses of the stainless steel clad fuel are the same as the end fitting masses of the zircaloy clad fuel. Therefore, separate source terms are not provided for the end fittings of the stainless steel fuel.

Tables 5.2.8, 5.2.9, 5.2.19, and 5.2.20 list the gamma and neutron source strengths for the design basis stainless steel clad fuel. It is obvious from these source terms that the neutron source strength for the stainless steel fuel is lower than for the zircaloy fuel. However, this is not true for all photon energy groups. The peak energy group is from 1.0 to 1.5 MeV, which results from the large Cobalt activation in the cladding. Since some of the source strengths are higher for the stainless steel fuel, Section 5.4.4 presents the dose rates at the center of the overpack for the stainless steel fuel. The center dose location is the only location of concern since the end fittings are assumed to be the same mass as the end fittings for the zircaloy clad fuel. In addition, the burnup is lower and the cooling time is longer for the stainless steel fuel compared to the zircaloy clad fuel.

5.2.4 Non-fuel Hardware

Burnable poison rod assemblies (BPRAs), thimble plug devices (TPDs), control rod assemblies (CRAs), and axial power shaping rods (APSRs) are permitted for storage in the HI-STORM 100 System as an integral part of a PWR fuel assembly. BPRAs and TPDs may be stored in any fuel location while CRAs and APSRs are restricted to the inner four fuel storage locations in the MPC-24, MPC-24E, and the MPC-32.

5.2.4.1 BPRAs and TPDs

Burnable poison rod assemblies (BPRA) (including wet annular burnable absorbers) and thimble plug devices (TPD) (including orifice rod assemblies, guide tube plugs, and water displacement guide tube plugs) are an integral, yet removable, part of a large portion of PWR fuel. The TPDs are not used in all assemblies in a reactor core but are reused from cycle to cycle. Therefore, these devices can achieve very high burnups. In contrast, BPRAs are burned with a fuel assembly in core and are not reused. In fact, many BPRAs are removed after one or two cycles before the fuel assembly is discharged. Therefore, the achieved burnup for BPRAs is not significantly different than fuel assemblies. Vibration suppressor inserts are considered to be in the same category as BPRAs for the purposes of the analysis in this chapter since these devices have the same configuration (long non-absorbing thimbles which extend into the active fuel region) as a BPRA without the burnable poison.

TPDs are made of stainless steel and contain a small amount of inconel. These devices extend down into the plenum region of the fuel assembly but do not extend into the active fuel region with the exception of the W 14x14 water displacement guide tube plugs. Since these devices are made of stainless steel, there is a significant amount of cobalt-60 produced during irradiation. This is the only significant radiation source from the activation of steel and inconel.

BPRAs are made of stainless steel in the region above the active fuel zone and may contain a small amount of inconel in this region. Within the active fuel zone the BPRAs may contain 2-24 rodlets which are burnable absorbers clad in either zircaloy or stainless steel. The stainless steel clad BPRAs create a significant radiation source (Co-60) while the zircaloy clad BPRAs create a negligible radiation source. Therefore the stainless steel clad BPRAs are bounding.

SAS2H and ORIGEN-S were used to calculate a radiation source term for the TPDs and BPRAs. In the ORIGEN-S calculations the cobalt-59 impurity level was conservatively assumed to be 0.8 gm/kg for stainless steel and 4.7 gm/kg for inconel. These calculations were performed by irradiating the appropriate mass of steel and inconel using the flux calculated for the design basis B&W 15x15 fuel assembly. The mass of material in the regions above the active fuel zone was scaled by the appropriate scaling factors listed in Table 5.2.10 in order to account for the reduced flux levels above the fuel assembly. The total curies of cobalt were calculated for the TPDs and BPRAs as a function of burnup and cooling time. For burnups beyond 45,000 MWD/MTU, it was assumed, for the purpose of the calculation, that the burned fuel assembly was replaced with a fresh fuel assembly every 45,000 MWD/MTU. This was achieved in ORIGEN-S by resetting the flux levels and cross sections to the 0 MWD/MTU condition after every 45,000 MWD/MTU.

Since the HI-STORM 100 cask system is designed to store many varieties of PWR fuel, a bounding TPD and BPRA had to be determined for the purposes of the analysis. This was accomplished by analyzing all of the BPRAs and TPDs (Westinghouse and B&W 14x14 through 17x17) found in references [5.2.5] and [5.2.7] to determine the TPD and BPRA which produced the highest Cobalt-60 source term and decay heat for a specific burnup and cooling time. The bounding TPD was determined to be the Westinghouse 17x17 guide tube plug and the bounding

BPRA was actually determined by combining the higher masses of the Westinghouse 17x17 and 15x15 BPRAs into a singly hypothetical BPRA. The masses of this TPD and BPRA are listed in Table 5.2.30. As mentioned above, reference [5.2.5] describes the Westinghouse 14x14 water displacement guide tube plug as having a steel portion which extends into the active fuel zone. This particular water displacement guide tube plug was analyzed and determined to be bounded by the design basis TPD and BPRA.

Once the bounding BPRA and TPD were determined, the allowable Co-60 source and decay heat from the BPRA and TPD were specified as: 50 curies Co-60 and 0.77 watts for each TPD and 895 curies Co-60 and 14.4 watts for each BPRA. Table 5.2.31 shows the curies of Co-60 that were calculated for BPRAs and TPDs in each region of the fuel assembly (e.g. incore, plenum, top). An allowable burnup and cooling time, separate from the fuel assemblies, is used for BPRAs and TPDs. These burnup and cooling times assure that the Cobalt-60 activity remains below the allowable levels specified above. It should be noted that at very high burnups, greater than 200,000 MWD/MTU the TPD Co-60 source actually decreases as the burnup continues to increase. This is due to a decrease in the Cobalt-60 production rate as the initial Cobalt-59 impurity is being depleted. Conservatively, a constant cooling time has been specified for burnups from 180,000 to 630,000 MWD/MTU for the TPDs.

Section 5.4.6 discusses the increase in the cask dose rates due to the insertion of BPRAs or TPDs into fuel assemblies.

5.2.4.2 CRAs and APSRs

Control rod assemblies (CRAs) (including control element assemblies and rod cluster control assemblies) and axial power shaping rod assemblies (APSRs) are an integral portion of a PWR fuel assembly. These devices are utilized for many years (upwards of 20 years) prior to discharge into the spent fuel pool. The manner in which the CRAs are utilized vary from plant to plant. Some utilities maintain the CRAs fully withdrawn during normal operation while others may operate with a bank of rods partially inserted (approximately 10%) during normal operation. Even when fully withdrawn, the ends of the CRAs are present in the upper portion of the fuel assembly since they are never fully removed from the fuel assembly during operation. The result of the different operating styles is a variation in the source term for the CRAs. In all cases, however, only the lower portion of the CRAs will be significantly activated. Therefore, when the CRAs are stored with the PWR fuel assembly, the activated portion of the CRAs will be in the lower portion of the cask. CRAs are fabricated of various materials. The cladding is typically stainless steel, although inconel has been used. The absorber can be a single material or a combination of materials. AgInCd is possibly the most common absorber although B_4C in aluminum is used, and hafnium has also been used. AgInCd produces a noticeable source term in the 0.3-1.0 MeV range due to the activation of Ag. The source term from the other absorbers is negligible, therefore the AgInCd CRAs are the bounding CRAs.

APSRs are used to flatten the power distribution during normal operation and as a result these devices achieve a considerably higher activation than CRAs. There are two types of B&W

stainless steel clad APSRs: gray and black. According to reference [5.2.5], the black APSRs have 36 inches of AgInCd as the absorber while the gray ones use 63 inches of inconel as the absorber. Because of the cobalt-60 source from the activation of inconel, the gray APSRs produce a higher source term than the black APSRs and therefore are the bounding APSR.

Since the level of activation of ~~CRAs and~~ APSRs can vary, the quantity that can be stored in an MPC is being limited. *Four APSRs are permitted in the MPC-24 and twelve APSRs are permitted in the MPC-32.* ~~to four CRAs and/or APSRs~~. These ~~four~~ devices are required to be stored in the ~~inner four~~ locations ~~in the MPC-24, MPC-24E, MPC-24EF, and MPC-32 as~~ outlined in Section 2.1.9.

In order to determine the impact on the dose rates around the HI-STORM 100 System, source terms for the CRAs and APSRs were calculated using SAS2H and ORIGEN-S. In the ORIGEN-S calculations the cobalt-59 impurity level was conservatively assumed to be 0.8 gm/kg for stainless steel and 4.7 gm/kg for inconel. These calculations were performed by irradiating 1 kg of steel, inconel, and AgInCd using the flux calculated for the design basis B&W 15x15 fuel assembly. The total curies of cobalt for the steel and inconel and the 0.3-1.0 MeV source for the AgInCd were calculated as a function of burnup and cooling time to a maximum burnup of 630,000 MWD/MTU. For burnups beyond 45,000 MWD/MTU, it was assumed, for the purpose of the calculation, that the burned fuel assembly was replaced with a fresh fuel assembly every 45,000 MWD/MTU. This was achieved in ORIGEN-S by resetting the flux levels and cross sections to the 0 MWD/MTU condition after every 45,000 MWD/MTU. The sources were then scaled by the appropriate mass using the flux weighting factors for the different regions of the assembly to determine the final source term. Two different configurations were analyzed for both the CRAs and APSRs with an additional third configuration analyzed for the APSRs. The configurations, which are summarized below, are described in Tables 5.2.32 for the CRAs and Table 5.2.33 for the APSR. The masses of the materials listed in these tables were determined from a review of [5.2.5] with bounding values chosen. The masses listed in Tables 5.2.32 and 5.2.33 do not match exact values from [5.2.5] because the values in the reference were adjusted to the lengths shown in the tables.

Configuration 1: CRA and APSR

This configuration had the lower 15 inches of the CRA and APSR activated at full flux with two regions above the 15 inches activated at a reduced power level. This simulates a CRA or APSR which was operated at 10% insertion. The regions above the 15 inches reflect the upper portion of the fuel assembly.

Configuration 2: CRA and APSR

This configuration represents a fully removed CRA or APSR during normal core operations. The activated portion corresponds to the upper portion of a fuel assembly above the active fuel length with the appropriate flux weighting factors used.

Configuration 3: APSR

This configuration represents a fully inserted gray APSR during normal core operations. The region in full flux was assumed to be the 63 inches of the absorber.

Tables 5.2.34 and 5.2.35 present the source terms, including decay heat, that were calculated for the CRAs and APSRs respectively. The only significant source from the activation of inconel or steel is Co-60 and the only significant source from the activation of AgInCd is from 0.3-1.0 MeV. The source terms for CRAs, Table 5.2.34, were calculated for a maximum burnup of 630,000 MWD/MTU and a minimum cooling time of 5 years. Because of the significant source term in APSRs that have seen extensive in-core operations, the source term in Table 5.2.35 was calculated to be a bounding source term for a variable burnup and cooling time as outlined in Section 2.1.9. The very larger Cobalt-60 activity in configuration 3 in Table 5.2.35 is due to the assumed Cobalt-59 impurity level of 4.7 gm/kg. If this impurity level were similar to the assumed value for steel, 0.8 gm/kg, this source would decrease by approximately a factor of 5.8.

Section 5.4.6 discusses the effect on dose rate of the insertion of APSRs and CRAs into the inner four fuel assemblies in the MPC-24 or MPC-32.

5.2.5 Choice of Design Basis Assembly

The analysis presented in this chapter was performed to bound the fuel assembly classes listed in Tables 2.1.1 and 2.1.2. In order to perform a bounding analysis, a design basis fuel assembly must be chosen. Therefore, a fuel assembly from each fuel class was analyzed and a comparison of the neutrons/sec, photons/sec, and thermal power (watts) was performed. The fuel assembly that produced the highest source for a specified burnup, cooling time, and enrichment was chosen as the design basis fuel assembly. A separate design basis assembly was chosen for the PWR MPCs (MPC-24 and MPC-32) and the BWR MPCs (MPC-68).

5.2.5.1 PWR Design Basis Assembly

Table 2.1.1 lists the PWR fuel assembly classes that were evaluated to determine the design basis PWR fuel assembly. Within each class, the fuel assembly with the highest UO_2 mass was analyzed. Since the variations of fuel assemblies within a class are very minor (pellet diameter, clad thickness, etc.), it is conservative to choose the assembly with the highest UO_2 mass. For a given class of assemblies, the one with the highest UO_2 mass will produce the highest radiation source because, for a given burnup (MWD/MTU) and enrichment, the highest UO_2 mass will have produced the most energy and therefore the most fission products.

Table 5.2.25 presents the characteristics of the fuel assemblies analyzed to determine the design basis zircaloy clad PWR fuel assembly. The corresponding fuel assembly array class from Section 2.1.9 is also listed in the table. The fuel assembly listed for each class is the assembly with the highest UO_2 mass. The St. Lucie and Ft. Calhoun classes are not present in Table 5.2.25. These assemblies are shorter versions of the CE 16x16 and CE 14x14 assembly classes, respectively. Therefore, these assemblies are bounded by the CE 16x16 and CE 14x14 classes

and were not explicitly analyzed. Since the Indian Point 1, Haddam Neck, and San Onofre 1 classes are stainless steel clad fuel, these classes were analyzed separately and are discussed below. All fuel assemblies in Table 5.2.25 were analyzed at the same burnup and cooling time. The initial enrichment used in the analysis is consistent with Table 5.2.24. The results of the comparison are provided in Table 5.2.27. These results indicate that the B&W 15x15 fuel assembly has the highest radiation source term of the zircaloy clad fuel assembly classes considered in Table 2.1.1. This fuel assembly also has the highest UO_2 mass (see Table 5.2.25) which confirms that, for a given initial enrichment, burnup, and cooling time, the assembly with the highest UO_2 mass produces the highest radiation source term. The power/assembly values used in Table 5.2.25 were calculated by dividing 110% of the thermal power for commercial PWR reactors using that array class by the number of assemblies in the core. The higher thermal power, 110%, was used to account for potential power uprates. The power level used for the B&W15 is an additional 17% higher for consistency with previous revisions of the FSAR which also used this assembly as the design basis assembly.

The Haddam Neck and San Onofre 1 classes are shorter stainless steel clad versions of the WE 15x15 and WE 14x14 classes, respectively. Since these assemblies have stainless steel clad, they were analyzed separately as discussed in Section 5.2.3. Based on the results in Table 5.2.27, which show that the WE 15x15 assembly class has a higher source term than the WE 14x14 assembly class, the Haddam Neck, WE 15x15, fuel assembly was analyzed as the bounding PWR stainless steel clad fuel assembly. The Indian Point 1 fuel assembly is a unique 14x14 design with a smaller mass of fuel and clad than the WE14x14. Therefore, it is also bounded by the WE 15x15 stainless steel fuel assembly.

As discussed below in Section 5.2.5.3, the allowable burnup limits in Section 2.1.9 were calculated for different array classes rather than using the design basis assembly to calculate the allowable burnups for all array classes. As mentioned above, the design basis assembly has the highest neutron and gamma source term of the various array classes for the same burnup and cooling time. In order to account for the fact that different array classes have different allowable burnups for the same cooling time, burnups which bound the 14x14A array class were used with the design basis assembly for the analysis in this chapter because those burnups bound the burnups from all other PWR array classes. This approach assures that the calculated source terms and dose rates will be conservative.

5.2.5.2 BWR Design Basis Assembly

Table 2.1.2 lists the BWR fuel assembly classes that were evaluated to determine the design basis BWR fuel assembly. Since there are minor differences between the array types in the GE BWR/2-3 and GE BWR/4-6 assembly classes, these assembly classes were not considered individually but rather as a single class. Within that class, the array types, 7x7, 8x8, 9x9, and 10x10 were analyzed to determine the bounding BWR fuel assembly. Since the Humboldt Bay 7x7 and Dresden 1 8x8 are smaller versions of the 7x7 and 8x8 assemblies they are bounded by the 7x7 and 8x8 assemblies in the GE BWR/2-3 and GE BWR/4-6 classes. Within each array type, the fuel assembly with the highest UO_2 mass was analyzed. Since the variations of fuel

assemblies within an array type are very minor, it is conservative to choose the assembly with the highest UO_2 mass. For a given array type of assemblies, the one with the highest UO_2 mass will produce the highest radiation source because, for a given burnup (MWD/MTU) and enrichment, it will have produced the most energy and therefore the most fission products. The Humboldt Bay 6x6, Dresden 1 6x6, and LaCrosse assembly classes were not considered in the determination of the bounding fuel assembly. However, these assemblies were analyzed explicitly as discussed below.

Table 5.2.26 presents the characteristics of the fuel assemblies analyzed to determine the design basis zircaloy clad BWR fuel assembly. The corresponding fuel assembly array class from Section 2.1.9 is also listed in the table. The fuel assembly listed for each array type is the assembly that has the highest UO_2 mass. All fuel assemblies in Table 5.2.26 were analyzed at the same burnup and cooling time. The initial enrichment used in these analyses is consistent with Table 5.2.24. The results of the comparison are provided in Table 5.2.28. These results indicate that the 7x7 fuel assembly has the highest radiation source term of the zircaloy clad fuel assembly classes considered in Table 2.1.2. This fuel assembly also has the highest UO_2 mass which confirms that, for a given initial enrichment, burnup, and cooling time, the assembly with the highest UO_2 mass produces the highest radiation source term. According to Reference [5.2.6], the last discharge of a 7x7 assembly was in 1985 and the maximum average burnup for a 7x7 during their operation was 29,000 MWD/MTU. This clearly indicates that the existing 7x7 assemblies have an average burnup and minimum cooling time that is well within the burnup and cooling time limits in Section 2.1.9. Therefore, the 7x7 assembly has never reached the burnup level analyzed in this chapter. However, in the interest of conservatism the 7x7 was chosen as the bounding fuel assembly array type. The power/assembly values used in Table 5.2.26 were calculated by dividing 120% of the thermal power for commercial BWR reactors by the number of assemblies in the core. The higher thermal power, 120%, was used to account for potential power uprates. The power level used for the 7x7 is an additional 4% higher for consistency with previous revisions of the FSAR which also used this assembly as the design basis assembly.

Since the LaCrosse fuel assembly type is a stainless steel clad 10x10 assembly it was analyzed separately. The maximum burnup and minimum cooling time for this assembly are limited to 22,500 MWD/MTU and 10-year cooling as specified in Section 2.1.9. This assembly type is discussed further in Section 5.2.3.

The Humboldt Bay 6x6 and Dresden 1 6x6 fuel are older and shorter fuel than the other array types analyzed and therefore are considered separately. The Dresden 1 6x6 was chosen as the design basis fuel assembly for the Humboldt Bay 6x6 and Dresden 1 6x6 fuel assembly classes because it has the higher UO_2 mass. Dresden 1 also contains a few 6x6 MOX fuel assemblies, which were explicitly analyzed as well.

Reference [5.2.6] indicates that the Dresden 1 6x6 fuel assembly has a higher UO_2 mass than the Dresden 1 8x8 or the Humboldt Bay fuel (6x6 and 7x7). Therefore, the Dresden 1 6x6 fuel assembly was also chosen as the bounding assembly for damaged fuel and fuel debris for the Humboldt Bay and Dresden 1 fuel assembly classes.

Since the design basis 6x6 fuel assembly can be intact or damaged, the analysis presented in Section 5.4.2 for the damaged 6x6 fuel assembly also demonstrates the acceptability of storing intact 6x6 fuel assemblies from the Dresden 1 and Humboldt Bay fuel assembly classes.

As discussed below in Section 5.2.5.3, the allowable burnup limits in Section 2.1.9 were calculated for different array classes rather than using the design basis assembly to calculate the allowable burnups for all array classes. As mentioned above, the design basis assembly has the highest neutron and gamma source term of the various array classes for the same burnup and cooling time. In order to account for the fact that different array classes have different allowable burnups for the same cooling time, burnups which bound the 9x9G array class were used with the design basis assembly for the analysis in this chapter because those burnups bound the burnups from all other BWR array classes. This approach assures that the calculated source terms and dose rates will be conservative.

5.2.5.3 Decay Heat Loads and Allowable Burnup and Cooling Times

Section 2.1.6 describes the calculation of the MPC maximum decay heat limits per assembly. These limits, which differ for uniform and regionalized loading, are presented in Section 2.1.9. The allowable burnup and cooling time limits are derived based on the allowable decay heat limits. Since the decay heat of an assembly will vary slightly with enrichment for a fixed burnup and cooling time, an equation is used to represent burnup as a function of decay heat and enrichment. This equation is of the form:

$$B_u = A * q + B * q^2 + C * q^3 + D * E_{235}{}^2 + E * E_{235} * q + F * E_{235} * q^2 + G$$

where:
B_u = Burnup in MWD/MTU
q = assembly decay heat (kW)
E_{235} = wt.% ^{235}U

The coefficients for this equation were developed by fitting ORIGEN-S calculated data for a specific cooling time using GNUPLOT [5.2.16]. ORIGEN-S calculations were performed for enrichments ranging from 0.7 to 5.0 wt.% ^{235}U and burnups from 10,000 to 65,000 MWD/MTU for BWRs and 10,000 to 70,000 MWD/MTU for PWRs. The burnups were increased in 2,500 MWD/MTU increments. Using the ORIGEN-S data, the coefficients A through G were determined and then the constant, G, was adjusted so that all data points were bounded (i.e. calculated burnup less than or equal to ORIGEN-S value) by the fit. The coefficients were calculated using ORIGEN-S data for cooling times from 3 years to 20 years. As a result, Section 2.1.9 provides different equation coefficients for each cooling time from 3 to 20 years. Additional discussion on the determination of the equation coefficients is provided in Appendix 5.F. Since the decay heat increases as the enrichment decreases, the allowable burnup will decrease as the enrichment decreases. Therefore, the enrichment used to calculated the allowable burnups becomes a minimum enrichment value and assemblies with an enrichment higher than

the value used in the equation are acceptable for storage assuming they also meet the corresponding burnup and decay heat requirements. *Even though the lower limit of 0.7 wt.%* ^{235}U *was used in developing the coefficients, these equations are valid for the few assemblies that might exist with enrichments below 0.7 wt.%* ^{235}U*. This is because the curve fit is very well behaved in the enrichment range from 0.7 to 5.0 wt.%* ^{235}U *and, therefore, it is expected that the curve fit will remain accurate for enrichments below 0.7 wt.%* ^{235}U*.*

Different array classes or combinations of classes were analyzed separately to determine the allowable burnup as a function of cooling time for the specified allowable decay heat limits. Calculating allowable burnups for individual array classes is appropriate because even two assemblies with the same MTU may have a different allowable burnup for the same allowable cooling time and permissible decay heat. The heavy metal mass specified in Table 5.2.25 and 5.2.26 and Section 2.1.9 for the various array classes is the value that was used in the determination of the coefficients as a function of cooling time and is the maximum for the respective assembly class. Equation coefficients for each array class listed in Tables 5.2.25 and 5.2.26 were developed. In the end, the equation for the 17x17B and 17x17C array classes resulted in almost identical burnups. Therefore, in Section 2.1.9 these array classes were combined and the coefficients for the 17x17C array class were used since these coefficients produce slightly lower allowable burnups.

There is some uncertainty associated with the ORIGEN-S calculations due to uncertainty in the physics data (e.g. cross sections, decay constants, etc.) and the modeling techniques. To estimate this uncertainty, an approach similar to the one in Reference [5.2.14] was used. As a result, the potential error in the ORIGEN-S decay heat calculations was estimated to be in the range of 3.5 to 5.5% at 3 year cooling time and 1.5 to 3.5% at 20 year cooling. The difference is due to the change in isotopes important to decay heat as a function of cooling time. In order to be conservative in the derivation of the coefficients for the burnup equation, a 5% decay heat penalty was applied for *both* the *PWR and* BWR array classes. ~~A penalty was not applied to the PWR array classes since the thermal analysis in Chapter 4 has more than a 5% margin in the calculated allowable decay heat.~~

As a demonstration that the decay heat values used to determine the allowable burnups are conservative, a comparison between these calculated decay heats and the decay heats reported in Reference [5.2.7] are presented in Table 5.2.29. This comparison is made for a burnup of 30,000 MWD/MTU and a cooling time of 5 years. The burnup was chosen based on the limited burnup data available in Reference [5.2.7].

As mentioned above, the fuel assembly burnup and cooling times in Section 2.1.9 were calculated using the decay heat limits which are also stipulated in Section 2.1.9. The burnup and cooling times for the non-fuel hardware, in Section 2.1.9, were chosen based on the radiation source term calculations discussed previously. The fuel assembly burnup, decay heat, and enrichment equations were derived without consideration for the decay heat from BPRAs, TPDs, CRAs, or APSRs. This is acceptable since the user of the HI-STORM 100 system is required to

demonstrate compliance with the assembly decay heat limits in Section 2.1.9 regardless of the heat source (assembly or non-fuel hardware) and the actual decay heat from the non-fuel hardware is expected to be minimal. In addition, the shielding analysis presented in this chapter conservatively calculates the dose rates using both the burnup and cooling times for the fuel assemblies and non-fuel hardware. Therefore, the safety of the HI-STORM 100 system is guaranteed through the bounding analysis in this chapter, represented by the burnup and cooling time limits in the CoC, and the bounding thermal analysis in Chapter 4, represented by the decay heat limits in the CoC.

5.2.6 Thoria Rod Canister

Dresden Unit 1 has a single DFC containing 18 thoria rods which have obtained a relatively low burnup, 16,000 MWD/MTU. These rods were removed from two 8x8 fuel assemblies which contained 9 rods each. The irradiation of thorium produces an isotope which is not commonly found in depleted uranium fuel. Th-232 when irradiated produces U-233. The U-233 can undergo an (n,2n) reaction which produces U-232. The U-232 decays to produce Tl-208 which produces a 2.6 MeV gamma during Beta decay. This results in a significant source in the 2.5-3.0 MeV range which is not commonly present in depleted uranium fuel. Therefore, this single DFC container was analyzed to determine if it was bounded by the current shielding analysis.

A radiation source term was calculated for the 18 thoria rods using SAS2H and ORIGEN-S for a burnup of 16,000 MWD/MTU and a cooling time of 18 years. Table 5.2.36 describes the 8x8 fuel assembly that contains the thoria rods. Table 5.2.37 and 5.2.38 show the gamma and neutron source terms, respectively, that were calculated for the 18 thoria rods in the thoria rod canister. Comparing these source terms to the design basis 6x6 source terms for Dresden Unit 1 fuel in Tables 5.2.7 and 5.2.18 clearly indicates that the design basis source terms bound the thoria rods source terms in all neutron groups and in all gamma groups except the 2.5-3.0 MeV group. As mentioned above, the thoria rods have a significant source in this energy range due to the decay of Tl-208.

Section 5.4.8 provides a further discussion of the thoria rod canister and its acceptability for storage in the HI-STORM 100 System.

5.2.7 Fuel Assembly Neutron Sources

Neutron sources are used in reactors during initial startup of reactor cores. There a different types of neutron sources (e.g. californium, americium-beryllium, plutonium-beryllium, antimony-beryllium). These neutron sources are typically inserted into the water rod of a fuel assembly and are usually removable.

Dresden Unit 1 has a few antimony-beryllium neutron sources. These sources have been analyzed in Section 5.4.7 to demonstrate that they are acceptable for storage in the HI-STORM 100 System. Currently these are the only neutron source permitted for storage in the HI-STORM 100 System.

5.2.8 Stainless Steel Channels

The LaCrosse nuclear plant used two types of channels for their BWR assemblies: stainless steel and zircaloy. Since the irradiation of zircaloy does not produce significant activation, there are no restrictions on the storage of these channels and they are not explicitly analyzed in this chapter. The stainless steel channels, however, can produce a significant amount of activation, predominantly from Co-60. LaCrosse has thirty-two stainless steel channels, a few of which, have been in the reactor core for, approximately, the lifetime of the plant. Therefore, the activation of the stainless steel channels was conservatively calculated to demonstrate that they are acceptable for storage in the HI-STORM 100 system. For conservatism, the number of stainless steel channels in an MPC-68 is being limited to sixteen and Section 2.1.9 requires that these channels be stored in the inner sixteen locations.

The activation of a single stainless steel channel was calculated by simulating the irradiation of the channels with ORIGEN-S using the flux calculated from the LaCrosse fuel assembly. The mass of the steel channel in the active fuel zone (83 inches) was used in the analysis. For burnups beyond 22,500 MWD/MTU, it was assumed, for the purpose of the calculation, that the burned fuel assembly was replaced with a fresh fuel assembly every 22,500 MWD/MTU. This was achieved in ORIGEN-S by resetting the flux levels and cross sections to the 0 MWD/MTU condition after every 22,500 MWD/MTU.

LaCrosse was commercially operated from November 1969 until it was shutdown in April 1987. Therefore, the shortest cooling time for the assemblies and the channels is 13 years. Assuming the plant operated continually from 11/69 until 4/87, approximately 17.5 years or 6388 days, the accumulated burnup for the channels would be 186,000 MWD/MTU (6388 days times 29.17 MW/MTU from Table 5.2.3). Therefore, the cobalt activity calculated for a single stainless steel channel irradiated for 180,000 MWD/MTU was calculated to be 667 curies of Co-60 for 13 years cooling. This is equivalent to a source of 4.94E+13 photons/sec in the energy range of 1.0-1.5 MeV.

In order to demonstrate that sixteen stainless steel channels are acceptable for storage in an MPC-68, a comparison of source terms is performed. Table 5.2.8 indicates that the source term for the LaCrosse design basis fuel assembly in the 1.0-1.5 MeV range is 6.34E+13 photons/sec for 10 years cooling, assuming a 144 inch active fuel length. This is equivalent to 4.31E+15 photons/sec/cask. At 13 years cooling, the fuel source term in that energy range decreases to 4.31E+13 photons/sec which is equivalent to 2.93E+15 photons/sec/cask. If the source term from the stainless steel channels is scaled to 144 inches and added to the 13 year fuel source term the result is 4.30E+15 photons/sec/cask (2.93E+15 photons/sec/cask + 4.94E+13 photons/sec/channel x 144 inch/83 inch x 16 channels/cask). This number is equivalent to the 10 year 4.31E+15 photons/sec/cask source calculated from Table 5.2.8 and used in the shielding analysis in this chapter. Therefore, it is concluded that the storage of 16 stainless steel channels in an MPC-68 is acceptable.

Table 5.2.1

DESCRIPTION OF DESIGN BASIS ZIRCALOY CLAD FUEL

	PWR	**BWR**
Assembly type/class	B&W 15×15	GE 7×7
Active fuel length (in.)	144	144
No. of fuel rods	208	49
Rod pitch (in.)	0.568	0.738
Cladding material	Zircaloy-4	Zircaloy-2
Rod diameter (in.)	0.428	0.570
Cladding thickness (in.)	0.0230	0.0355
Pellet diameter (in.)	0.3742	0.488
Pellet material	UO_2	UO_2
Pellet density (gm/cc)	10.412 (95% of theoretical)	10.412 (95% of theoretical)
Enrichment (w/o ^{235}U)	3.6	3.2
Specific power (MW/MTU)	40	30
Weight of UO_2 (kg)[††]	562.029	225.177
Weight of U (kg)[††]	495.485	198.516

Notes:

1. The B&W 15x15 is the design basis assembly for the following fuel assembly classes listed in Table 2.1.1: B&W 15x15, B&W 17x17, CE 14x14, CE 16x16, WE 14x14, WE 15x15, WE 17x17, St. Lucie, and Ft. Calhoun.
2. The GE 7x7 is the design basis assembly for the following fuel assembly classes listed in Table 2.1.2: GE BWR/2-3, GE BWR/4-6, Humboldt Bay 7x7, and Dresden 1 8x8.

[††] Derived from parameters in this table.

Table 5.2.1 (continued)

DESCRIPTION OF DESIGN BASIS FUEL

	PWR	**BWR**
No. of Water Rods	17	0
Water Rod O.D. (in.)	0.53	N/A
Water Rod Thickness (in.)	0.016	N/A
Lower End Fitting (kg)	8.16 (steel) 1.3 (inconel)	4.8 (steel)
Gas Plenum Springs (kg)	0.48428 (inconel) 0.23748 (steel)	1.1 (steel)
Gas Plenum Spacer (kg)	0.82824	N/A
Expansion Springs (kg)	N/A	0.4 (steel)
Upper End Fitting (kg)	9.28 (steel)	2.0 (steel)
Handle (kg)	N/A	0.5 (steel)
Incore Grid Spacers (kg)	4.9 (inconel)	0.33 (inconel springs)

Table 5.2.2

DESCRIPTION OF DESIGN BASIS GE 6x6 ZIRCALOY CLAD FUEL

	BWR
Fuel type	GE 6x6
Active fuel length (in.)	110
No. of fuel rods	36
Rod pitch (in.)	0.694
Cladding material	Zircaloy-2
Rod diameter (in.)	0.5645
Cladding thickness (in.)	0.035
Pellet diameter (in.)	0.494
Pellet material	UO_2
Pellet density (gm/cc)	10.412 (95% of theoretical)
Enrichment (w/o ^{235}U)	2.24
Burnup (MWD/MTU)	30,000
Cooling Time (years)	18
Specific power (MW/MTU)	16.5
Weight of UO_2 (kg)†	129.5
Weight of U (kg)†	114.2

Notes:

1. The 6x6 is the design basis damaged fuel assembly for the Humboldt Bay (all array types) and the Dresden 1 (all array types) damaged fuel assembly classes. It is also the design basis fuel assembly for the intact Humboldt Bay 6x6 and Dresden 1 6x6 fuel assembly classes.
2. This design basis damaged fuel assembly is also the design basis fuel assembly for fuel debris.

† Derived from parameters in this table.

Table 5.2.3

DESCRIPTION OF DESIGN BASIS STAINLESS STEEL CLAD FUEL

	PWR	**BWR**
Fuel type	WE 15x15	LaCrosse 10x10
Active fuel length (in.)	144	144
No. of fuel rods	204	100
Rod pitch (in.)	0.563	0.565
Cladding material	304 SS	348H SS
Rod diameter (in.)	0.422	0.396
Cladding thickness (in.)	0.0165	0.02
Pellet diameter (in.)	0.3825	0.35
Pellet material	UO_2	UO_2
Pellet density (gm/cc)	10.412 (95% of theoretical)	10.412 (95% of theoretical)
Enrichment (w/o ^{235}U)	3.5	3.5
Burnup (MWD/MTU)†	40,000 (MPC-24 and 32)	22,500 (MPC-68)
Cooling Time (years)†	8 (MPC-24), 9 (MPC-32)	10 (MPC-68)
Specific power (MW/MTU)	37.96	29.17
No. of Water Rods	21	0
Water Rod O.D. (in.)	0.546	N/A
Water Rod Thickness (in.)	0.017	N/A

Notes:
1. The WE 15x15 is the design basis assembly for the following fuel assembly classes listed in Table 2.1.1: Indian Point 1, Haddam Neck, and San Onofre 1.
2. The LaCrosse 10x10 is the design basis assembly for the following fuel assembly class listed in Table 2.1.2: LaCrosse.

† Burnup and cooling time combinations are equivalent to or conservatively bound the limits in Section 2.1.9.

Table 5.2.4

CALCULATED MPC-32 PWR FUEL GAMMA SOURCE PER ASSEMBLY
FOR DESIGN BASIS ZIRCALOY CLAD FUEL
FOR VARYING BURNUPS AND COOLING TIMES

Lower Energy	**Upper Energy**	**~~35~~*45*,000 MWD/MTU 3 Year Cooling**		**~~75~~*69*,000 MWD/MTU ~~8~~ *5* Year Cooling**	
(MeV)	(MeV)	(MeV/s)	(Photons/s)	(MeV/s)	(Photons/s)
0.45	0.7	*3.05E+15*	*5.30E+15*	*3.26E+15*	*5.67E+15*
0.7	1.0	*1.37E+15*	*1.62E+15*	*1.23E+15*	*1.44E+15*
1.0	1.5	*2.96E+14*	*2.37E+14*	*2.69E+14*	*2.15E+14*
1.5	2.0	*2.91E+13*	*1.66E+13*	*1.41E+13*	*8.08E+12*
2.0	2.5	*3.79E+13*	*1.68E+13*	*7.56E+12*	*3.36E+12*
2.5	3.0	*1.14E+12*	*4.13E+11*	*3.56E+11*	*1.29E+11*
Total		*4.78E+15*	*7.18E+15*	*4.78E+15*	*7.34E+15*

Table 5.2.5

CALCULATED MPC-24 PWR FUEL GAMMA SOURCE PER ASSEMBLY
FOR DESIGN BASIS ZIRCALOY CLAD FUEL
FOR VARYING BURNUPS AND COOLING TIMES

Lower Energy	**Upper Energy**	**~~46~~*60*,000 MWD/MTU 3 Year Cooling**		**~~47,500 MWD/MTU 3 Year Cooling~~**		**75,000 MWD/MTU 5 Year Cooling**	
(MeV)	(MeV)	(MeV/s)	(Photons/s)	~~(MeV/s)~~	~~(Photons/s)~~	(MeV/s)	(Photons/s)
0.45	0.7	*4.11E+15*	*7.14E+15*	~~3.25E+15~~	~~5.65E+15~~	3.55E+15	6.17E+15
0.7	1.0	*1.98E+15*	*2.33E+15*	~~1.49E+15~~	~~1.75E+15~~	1.36E+15	1.60E+15
1.0	1.5	*4.04E+14*	*3.23E+14*	~~3.17E+14~~	~~2.53E+14~~	2.94E+14	2.35E+14
1.5	2.0	*3.41E+13*	*1.95E+13*	~~3.03E+13~~	~~1.73E+13~~	1.50E+13	8.59E+12
2.0	2.5	*3.95E+13*	*1.76E+13*	~~3.83E+13~~	~~1.70E+13~~	7.63E+12	3.39E+12
2.5	3.0	*1.29E+12*	*4.70E+11*	~~1.19E+12~~	~~4.33E+11~~	3.72E+11	1.35E+11
Total		*6.57E+15*	*9.84E+15*	~~5.12E+15~~	~~7.69E+15~~	5.23E+15	8.02E+15

Table 5.2.6

CALCULATED MPC-68 BWR FUEL GAMMA SOURCE PER ASSEMBLY
FOR DESIGN BASIS ZIRCALOY CLAD FUEL
FOR VARYING BURNUPS AND COOLING TIMES

Lower Energy	**Upper Energy**	**~~39~~*50*,000 MWD/MTU 3 Year Cooling**		**~~40,000 MWD/MTU 3 Year Cooling~~**		**~~70,000 MWD/MTU 6 Year Cooling~~**	
(MeV)	(MeV)	(MeV/s)	(Photons/s)	~~(MeV/s)~~	~~(Photons/s)~~	~~(MeV/s)~~	~~(Photons/s)~~
0.45	0.7	*1.28E+15*	*2.23E+15*	~~1.02E+15~~	~~1.78E+15~~	~~1.10E+15~~	~~1.91E+15~~
0.7	1.0	*5.76E+14*	*6.77E+14*	~~4.37E+14~~	~~5.14E+14~~	~~3.21E+14~~	~~3.78E+14~~
1.0	1.5	*1.18E+14*	*9.47E+13*	~~9.40E+13~~	~~7.52E+13~~	~~7.67E+13~~	~~6.13E+13~~
1.5	2.0	*1.04E+13*	*5.92E+12*	~~9.27E+12~~	~~5.30E+12~~	~~3.55E+12~~	~~2.03E+12~~
2.0	2.5	*1.20E+13*	*5.33E+12*	~~1.17E+13~~	~~5.21E+12~~	~~1.03E+12~~	~~4.57E+11~~
2.5	3.0	*4.04E+11*	*1.47E+11*	~~3.70E+11~~	~~1.35E+11~~	~~5.83E+10~~	~~2.12E+10~~
Total		*2.00E+15*	*3.01E+15*	~~1.58E+15~~	~~2.38E+15~~	~~1.50E+15~~	~~2.35E+15~~

Table 5.2.7

CALCULATED MPC-68 BWR FUEL GAMMA SOURCE PER ASSEMBLY
FOR DESIGN BASIS ZIRCALOY CLAD GE 6x6 FUEL

Lower Energy	**Upper Energy**	**30,000 MWD/MTU 18-Year Cooling**	
(MeV)	(MeV)	(MeV/s)	(Photons/s)
4.5e-01	7.0e-01	1.53e+14	2.65e+14
7.0e-01	1.0	3.97e+12	4.67e+12
1.0	1.5	3.67e+12	2.94e+12
1.5	2.0	2.20e+11	1.26e+11
2.0	2.5	1.35e+09	5.99e+08
2.5	3.0	7.30e+07	2.66e+07
Totals		1.61e+14	2.73e+14

Table 5.2.8

CALCULATED BWR FUEL GAMMA SOURCE PER ASSEMBLY
FOR STAINLESS STEEL CLAD FUEL

Lower Energy	**Upper Energy**	**22,500 MWD/MTU 10-Year Cooling**	
(MeV)	(MeV)	(MeV/s)	(Photons/s)
4.5e-01	7.0e-01	2.72e+14	4.74+14
7.0e-01	1.0	1.97e+13	2.31e+13
1.0	1.5	7.93e+13	6.34e+13
1.5	2.0	4.52e+11	2.58e+11
2.0	2.5	3.28e+10	1.46e+10
2.5	3.0	1.69e+9	6.14e+8
Totals		3.72e+14	5.61e+14

Note: These source terms were calculated for a 144-inch fuel length. The limits in Section 2.1.9 are based on the actual 83-inch active fuel length.

Table 5.2.9

CALCULATED PWR FUEL GAMMA SOURCE PER ASSEMBLY
FOR STAINLESS STEEL CLAD FUEL

Lower Energy	**Upper Energy**	**40,000 MWD/MTU 8-Year Cooling**		**40,000 MWD/MTU 9-Year Cooling**	
(MeV)	(MeV)	(MeV/s)	(Photons/s)	(MeV/s)	(Photons/s)
4.5e-01	7.0e-01	1.37e+15	2.38e+15	1.28E+15	2.22E+15
7.0e-01	1.0	2.47e+14	2.91e+14	1.86E+14	2.19E+14
1.0	1.5	4.59e+14	3.67e+14	4.02E+14	3.21E+14
1.5	2.0	3.99e+12	2.28e+12	3.46E+12	1.98E+12
2.0	2.5	5.85e+11	2.60e+11	2.69E+11	1.20E+11
2.5	3.0	3.44e+10	1.25e+10	1.77E+10	6.44E+09
Totals		2.08e+15	3.04e+15	1.87E+15	2.76E+15

Note: These source terms were calculated for a 144-inch fuel length. The limits in Section 2.1.9 are based on the actual 122-inch active fuel length.

Table 5.2.10

SCALING FACTORS USED IN CALCULATING THE ^{60}Co SOURCE

Region	PWR	BWR
Handle	N/A	0.05
Upper End Fitting	0.1	0.1
Gas Plenum Spacer	0.1	N/A
Expansion Springs	N/A	0.1
Gas Plenum Springs	0.2	0.2
Incore Grid Spacer	1.0	1.0
Lower End Fitting	0.2	0.15

Table 5.2.11

CALCULATED MPC-32 ^{60}Co SOURCE PER ASSEMBLY FOR DESIGN BASIS ZIRCALOY CLAD FUEL AT DESIGN BASIS BURNUP AND COOLING TIME

Location	**~~35~~*45*,000 MWD/MTU and 3-Year Cooling (curies)**	**~~75~~*69*,000 MWD/MTU and ~~8~~*5*-Year Cooling (curies)**
Lower End Fitting	*217.58*	*208.12*
Gas Plenum Springs	*16.60*	*15.88*
Gas Plenum Spacer	*9.52*	*9.11*
Expansion Springs	N/A	N/A
Incore Grid Spacers	*563.50*	*539.00*
Upper End Fitting	*106.72*	*102.08*
Handle	N/A	N/A

Table 5.2.12

CALCULATED MPC-24 ^{60}Co SOURCE PER ASSEMBLY FOR DESIGN BASIS
ZIRCALOY CLAD FUEL
AT DESIGN BASIS BURNUP AND COOLING TIME

Location	**~~46~~*60*,000 MWD/MTU and 3-Year Cooling (curies)**	**~~47,500 MWD/MTU and 3-Year Cooling (curies)~~**	**75,000 MWD/MTU and - 5 Year Cooling (curies)**
Lower End Fitting	*249.74*	~~227.04~~	219.47
Gas Plenum Springs	*19.05*	~~17.32~~	16.74
Gas Plenum Spacer	*10.93*	~~9.94~~	9.61
Expansion Springs	N/A	~~N/A~~	N/A
Incore Grid Spacers	*646.80*	~~588.00~~	568.40
Upper End Fitting	*122.50*	~~111.36~~	107.65
Handle	N/A	~~N/A~~	N/A

Table 5.2.13

CALCULATED MPC-68 ^{60}Co SOURCE PER ASSEMBLY FOR DESIGN BASIS ZIRCALOY CLAD FUEL AT DESIGN BASIS BURNUP AND COOLING TIME

Location	**~~39~~*50*,000 MWD/MTU and 3-Year Cooling (curies)**	**~~40,000 MWD/MTU and 3-Year Cooling (curies)~~**	**~~70,000 MWD/MTU and 6-Year Cooling (curies)~~**
Lower End Fitting	*90.55*	~~82.69~~	~~68.73~~
Gas Plenum Springs	*27.67*	~~25.27~~	~~21.00~~
Gas Plenum Spacer	N/A	~~N/A~~	~~N/A~~
Expansion Springs	*5.03*	~~4.59~~	~~3.82~~
Grid Spacer Springs	*41.50*	~~37.90~~	~~31.50~~
Upper End Fitting	*25.15*	~~22.97~~	~~19.09~~
Handle	*3.14*	~~2.87~~	~~2.39~~

Table 5.2.14

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Table 5.2.15

CALCULATED MPC-32 PWR NEUTRON SOURCE PER ASSEMBLY
FOR DESIGN BASIS ZIRCALOY CLAD FUEL
FOR VARYING BURNUPS AND COOLING TIMES

Lower Energy (MeV)	**Upper Energy (MeV)**	**~~35~~*45*,000 MWD/MTU 3-Year Cooling (Neutrons/s)**	**~~75~~*69*,000 MWD/MTU ~~8~~*5*-Year Cooling (Neutrons/s)**
1.0e-01	4.0e-01	*1.77E+07*	*5.31E+07*
4.0e-01	9.0e-01	*9.03E+07*	*2.71E+08*
9.0e-01	1.4	*8.27E+07*	*2.48E+08*
1.4	1.85	*6.09E+07*	*1.82E+08*
1.85	3.0	*1.08E+08*	*3.21E+08*
3.0	6.43	*9.77E+07*	*2.92E+08*
6.43	20.0	*8.66E+06*	*2.60E+07*
Totals		*4.65E+08*	*1.39E+09*

Table 5.2.16

CALCULATED MPC-24 PWR NEUTRON SOURCE PER ASSEMBLY
FOR DESIGN BASIS ZIRCALOY CLAD FUEL
FOR VARYING BURNUPS AND COOLING TIMES

Lower Energy (MeV)	**Upper Energy (MeV)**	**~~46~~*60*,000 MWD/MTU 3-Year Cooling (Neutrons/s)**	**~~47,500 MWD/MTU 3-Year Cooling (Neutrons/s)~~**	**75,000 MWD/MTU 5-Year Cooling (Neutrons/s)**
1.0e-01	4.0e-01	*3.76E+07*	~~2.19E+07~~	6.82E+07
4.0e-01	9.0e-01	*1.92E+08*	~~1.12E+08~~	3.48E+08
9.0e-01	1.4	*1.76E+08*	~~1.02E+08~~	3.18E+08
1.4	1.85	*1.29E+08*	~~7.54E+07~~	2.34E+08
1.85	3.0	*2.28E+08*	~~1.33E+08~~	4.11E+08
3.0	6.43	*2.08E+08*	~~1.21E+08~~	3.75E+08
6.43	20.0	*1.84E+07*	~~1.07E+07~~	3.34E+07
Totals		*9.89E+08*	~~5.76E+08~~	1.79E+09

Table 5.2.17

CALCULATED MPC-68 BWR NEUTRON SOURCE PER ASSEMBLY
FOR DESIGN BASIS ZIRCALOY CLAD FUEL
FOR VARYING BURNUPS AND COOLING TIMES

Lower Energy (MeV)	**Upper Energy (MeV)**	**~~39~~*50*,000 MWD/MTU 3-Year Cooling (Neutrons/s)**	**~~40,000 MWD/MTU 3-Year Cooling (Neutrons/s)~~**	**~~70,000 MWD/MTU 6-Year Cooling (Neutrons/s)~~**
1.0e-01	4.0e-01	*9.79E+06*	~~5.45E+06~~	~~1.98E+07~~
4.0e-01	9.0e-01	*5.00E+07*	~~2.78E+07~~	~~1.01E+08~~
9.0e-01	1.4	*4.57E+07*	~~2.55E+07~~	~~9.26E+07~~
1.4	1.85	*3.37E+07*	~~1.88E+07~~	~~6.81E+07~~
1.85	3.0	*5.93E+07*	~~3.32E+07~~	~~1.20E+08~~
3.0	6.43	*5.40E+07*	~~3.02E+07~~	~~1.09E+08~~
6.43	20.0	*4.79E+06*	~~2.67E+06~~	~~9.71E+06~~
Totals		*2.57E+08*	~~1.44E+08~~	~~5.20E+08~~

Table 5.2.18

CALCULATED MPC-68 BWR NEUTRON SOURCE PER ASSEMBLY
FOR DESIGN BASIS ZIRCALOY CLAD GE 6x6 FUEL

Lower Energy (MeV)	**Upper Energy (MeV)**	**30,000 MWD/MTU 18-Year Cooling (Neutrons/s)**
1.0e-01	4.0e-01	8.22e+5
4.0e-01	9.0e-01	4.20e+6
9.0e-01	1.4	3.87e+6
1.4	1.85	2.88e+6
1.85	3.0	5.18e+6
3.0	6.43	4.61e+6
6.43	20.0	4.02e+5
Total		2.20e+7

Table 5.2.19

CALCULATED BWR NEUTRON SOURCE PER ASSEMBLY
FOR STAINLESS STEEL CLAD FUEL

Lower Energy (MeV)	**Upper Energy (MeV)**	**22,500 MWD/MTU 10-Year Cooling (Neutrons/s)**
1.0e-01	4.0e-01	2.23e+5
4.0e-01	9.0e-01	1.14e+6
9.0e-01	1.4	1.07e+6
1.4	1.85	8.20e+5
1.85	3.0	1.56e+6
3.0	6.43	1.30e+6
6.43	20.0	1.08e+5
Total		6.22e+6

Note: These source terms were calculated for a 144-inch fuel length. The limits in Section 2.1.9 are based on the actual 83-inch active fuel length.

Table 5.2.20

CALCULATED PWR NEUTRON SOURCE PER ASSEMBLY
FOR STAINLESS STEEL CLAD FUEL

Lower Energy (MeV)	**Upper Energy (MeV)**	**40,000 MWD/MTU 8-Year Cooling (Neutrons/s)**	**40,000 MWD/MTU 9-Year Cooling (Neutrons/s)**
1.0e-01	4.0e-01	1.04e+7	1.01E+07
4.0e-01	9.0e-01	5.33e+7	5.14E+07
9.0e-01	1.4	4.89e+7	4.71E+07
1.4	1.85	3.61e+7	3.48E+07
1.85	3.0	6.41e+7	6.18E+07
3.0	6.43	5.79e+7	5.58E+07
6.43	20.0	5.11e+6	4.92E+06
Totals		2.76e+8	2.66E+08

Note: These source terms were calculated for a 144-inch fuel length. The limits in Section 2.1.9 are based on the actual 122-inch active fuel length.

Table 5.2.21

DESCRIPTION OF DESIGN BASIS ZIRCALOY CLAD MIXED OXIDE FUEL

	BWR
Fuel type	GE 6x6
Active fuel length (in.)	110
No. of fuel rods	36
Rod pitch (in.)	0.696
Cladding material	Zircaloy-2
Rod diameter (in.)	0.5645
Cladding thickness (in.)	0.036
Pellet diameter (in.)	0.482
Pellet material	UO_2 and $PuUO_2$
No. of UO_2 Rods	27
No. of $PuUO_2$ rods	9
Pellet density (gm/cc)	10.412 (95% of theoretical)
Enrichment (w/o ^{235}U)†	2.24 (UO_2 rods) 0.711 ($PuUO_2$ rods)
Burnup (MWD/MTU)	30,000
Cooling Time (years)	18
Specific power (MW/MTU)	16.5
Weight of UO_2,$PuUO_2$ (kg)††	123.3
Weight of U,Pu (kg)††	108.7

† See Table 5.3.3 for detailed composition of $PuUO_2$ rods.

†† Derived from parameters in this table.

Table 5.2.22

CALCULATED MPC-68 BWR FUEL GAMMA SOURCE PER ASSEMBLY
FOR DESIGN BASIS ZIRCALOY CLAD MIXED OXIDE FUEL

Lower Energy	**Upper Energy**	**30,000 MWD/MTU 18-Year Cooling**	
(MeV)	(MeV)	(MeV/s)	(Photons/s)
4.5e-01	7.0e-01	1.45e+14	2.52e+14
7.0e-01	1.0	3.87e+12	4.56e+12
1.0	1.5	3.72e+12	2.98e+12
1.5	2.0	2.18e+11	1.25e+11
2.0	2.5	1.17e+9	5.22e+8
2.5	3.0	9.25e+7	3.36e+7
Totals		1.53e+14	2.60e+14

Table 5.2.23

CALCULATED MPC-68 BWR NEUTRON SOURCE PER ASSEMBLY
FOR DESIGN BASIS ZIRCALOY CLAD MIXED OXIDE FUEL

Lower Energy (MeV)	**Upper Energy (MeV)**	**30,000 MWD/MTU 18-Year Cooling (Neutrons/s)**
1.0e-01	4.0e-01	1.24e+6
4.0e-01	9.0e-01	6.36e+6
9.0e-01	1.4	5.88e+6
1.4	1.85	4.43e+6
1.85	3.0	8.12e+6
3.0	6.43	7.06e+6
6.43	20.0	6.07e+5
Totals		3.37e+7

Table 5.2.24

INITIAL ENRICHMENTS USED IN THE SOURCE TERM CALCULATIONS

Burnup Range (MWD/MTU)	Initial Enrichment (wt.% ^{235}U)
BWR Fuel	
20,000-25,000	2.1
25,000-30,000	2.4
30,000-35,000	2.6
35,000-40,000	2.9
40,000-45,000	3.0
45,000-50,000	3.2
50,000-55,000	3.6
55,000-60,000	4.0
60,000-65,000	4.4
65,000-70,000	4.8
PWR Fuel	
20,000-25,000	2.3
25,000-30,000	2.6
30,000-35,000	2.9
35,000-40,000	3.2
40,000-45,000	3.4
45,000-50,000	3.6
50,000-55,000	3.9
55,000-60,000	4.2
60,000-65,000	4.5
65,000-70,000	4.8
70,000-75,000	5.0

Note: The burnup ranges do not overlap. Therefore, 20,000-25,000 MWD/MTU means 20,000-24,999.9 MWD/MTU, etc. This note does not apply to the maximum burnups of 70,000 and 75,000 MWD/MTU.

Table 5.2.25 (page 1 of 2)

DESCRIPTION OF EVALUATED ZIRCALOY CLAD PWR FUEL

Assembly	WE 14×14	WE 14x14	WE 15×15	WE 17×17	WE 17x17
Fuel assembly array class	14x14B	14x14A	15x15AB C	17x17B	17x17A
Active fuel length (in.)	144	144	144	144	144
No. of fuel rods	179	179	204	264	264
Rod pitch (in.)	0.556	0.556	0.563	0.496	0.496
Cladding material	Zr-4	Zr-4	Zr-4	Zr-4	Zr-4
Rod diameter (in.)	0.422	0.4	0.422	0.374	0.36
Cladding thickness (in.)	0.0243	0.0243	0.0245	0.0225	0.0225
Pellet diameter (in.)	0.3659	0.3444	0.3671	0.3232	0.3088
Pellet material	UO_2	UO_2	UO_2	UO_2	UO_2
Pellet density (gm/cc) (% of theoretical)	10.522 (96%)	10.522 (96%)	10.522 (96%)	10.522 (96%)	10.522 (96%)
Enrichment (wt.% ^{235}U)	3.4	3.4	3.4	3.4	3.4
Burnup (MWD/MTU)	40,000	40,000	40,000	40,000	40,000
Cooling time (years)	5	5	5	5	5
Power/assembly (MW)	15.0	15.0	18.6	20.4	20.4
Specific power (MW/MTU)	36.409	41.097	39.356	43.031	47.137
Weight of UO_2 (kg)†	467.319	414.014	536.086	537.752	490.901
Weight of U (kg)†	411.988	364.994	472.613	474.082	432.778
No. of Guide Tubes	17	17	21	25	25
Guide Tube O.D. (in.)	0.539	0.539	0.546	0.474	0.474
Guide Tube Thickness (in.)	0.0170	0.0170	0.0170	0.0160	0.0160

† Derived from parameters in this table.

Table 5.2.25 (page 2 of 2)

DESCRIPTION OF EVALUATED ZIRCALOY CLAD PWR FUEL

Assembly	CE 14×14	CE 16×16	B&W 15×15	B&W 17×17
Fuel assembly array class	14x14C	16x16A	15x15DEFH	17x17C
Active fuel length (in.)	144	150	144	144
No. of fuel rods	176	236	208	264
Rod pitch (in.)	0.580	0.5063	0.568	0.502
Cladding material	Zr-4	Zr-4	Zr-4	Zr-4
Rod diameter (in.)	0.440	0.382	0.428	0.377
Cladding thickness (in.)	0.0280	0.0250	0.0230	0.0220
Pellet diameter (in.)	0.3805	0.3255	0.3742	0.3252
Pellet material	UO_2	UO_2	UO_2	UO_2
Pellet density (gm/cc) (95% of theoretical)	10.522 (96%)	10.522 (96%)	10.412 (95%)	10.522 (96%)
Enrichment (wt.% ^{235}U)	3.4	3.4	3.4	3.4
Burnup (MWD/MTU)	40,000	40,000	40,000	40,000
Cooling time (years)	5	5	5	5
Power/assembly (MW)	13.7	17.5	19.819	20.4
Specific power (MW/MTU)	31.275	39.083	40	42.503
Weight of UO_2 (kg)†	496.887	507.9	562.029	544.428
Weight of U (kg)†	438.055	447.764	495.485	479.968
No. of Guide Tubes	5	5	17	25
Guide Tube O.D. (in.)	1.115	0.98	0.53	0.564
Guide Tube Thickness (in.)	0.0400	0.0400	0.0160	0.0175

† Derived from parameters in this table.

Table 5.2.26 (page 1 of 2)

DESCRIPTION OF EVALUATED ZIRCALOY CLAD BWR FUEL

Array Type	7×7	8×8	8x8	9x9	9x9
Fuel assembly array class	7x7B	8x8B	8x8CDE	9x9A	9x9B
Active fuel length (in.)	144	144	150	144	150
No. of fuel rods	49	64	62	74	72
Rod pitch (in.)	0.738	0.642	0.64	0.566	0.572
Cladding material	Zr-2	Zr-2	Zr-2	Zr-2	Zr-2
Rod diameter (in.)	0.570	0.484	0.493	0.44	0.433
Cladding thickness (in.)	0.0355	0.02725	0.034	0.028	0.026
Pellet diameter (in.)	0.488	0.4195	0.416	0.376	0.374
Pellet material	UO_2	UO_2	UO_2	UO_2	UO_2
Pellet density (gm/cc) (% of theoretical)	10.412 (95%)	10.412 (95%)	10.412 (95%)	10.522 (96%)	10.522 (96%)
Enrichment (wt.% ^{235}U)	3.0	3.0	3.0	3.0	3.0
Burnup (MWD/MTU)	40,000	40,000	40,000	40,000	40,000
Cooling time (years)	5	5	5	5	5
Power/assembly (MW)	5.96	5.75	5.75	5.75	5.75
Specific power (MW/MTU)	30	30	30.24	31.97	31.88
Weight of UO_2 (kg)[†]	225.177	217.336	215.673	204.006	204.569
Weight of U (kg)[†]	198.516	191.603	190.137	179.852	180.348
No. of Water Rods	0	0	2	2	1
Water Rod O.D. (in.)	n/a	n/a	0.493	0.98	1.516
Water Rod Thickness (in.)	n/a	n/a	0.034	0.03	0.0285

† Derived from parameters in this table.

Table 5.2.26 (page 1 of 2)

DESCRIPTION OF EVALUATED ZIRCALOY CLAD BWR FUEL

Array Type	9x9	9×9	9x9	10×10	10x10
Fuel assembly array class	9x9CD	9x9EF	9x9G	10x10AB	10x10C
Active fuel length (in.)	150	144	150	144	150
No. of fuel rods	80	76	72	92	96
Rod pitch (in.)	0.572	0.572	0.572	0.510	0.488
Cladding material	Zr-2	Zr-2	Zr-2	Zr-2	Zr-2
Rod diameter (in.)	0.423	0.443	0.424	0.404	0.378
Cladding thickness (in.)	0.0295	0.0285	0.03	0.0260	0.0243
Pellet diameter (in.)	0.3565	0.3745	0.3565	0.345	0.3224
Pellet material	UO_2	UO_2	UO_2	UO_2	UO_2
Pellet density (gm/cc) (% of theoretical)	10.522 (96%)	10.522 (96%)	10.522 (96%)	10.522 (96%)	10.522 (96%)
Enrichment (wt.% ^{235}U)	3.0	3.0	3.0	3.0	3.0
Burnup (MWD/MTU)	40,000	40,000	40,000	40,000	40,000
Cooling time (years)	5	5	5	5	5
Power/assembly (MW)	5.75	5.75	5.75	5.75	5.75
Specific power (MW/MTU)	31.58	31.38	35.09	30.54	32.18
Weight of UO_2 (kg)†	206.525	207.851	185.873	213.531	202.687
Weight of U (kg)†	182.073	183.242	163.865	188.249	178.689
No. of Water Rods	1	5	1	2	1
Water Rod O.D. (in.)	0.512	0.546	1.668	0.980	Note 1
Water Rod Thickness (in.)	0.02	0.0120	0.032	0.0300	Note 1

Note 1: 10x10C has a diamond shaped water rod with 4 additional segments dividing the fuel rods into four quadrants.

† Derived from parameters in this table.

Table 5.2.27

COMPARISON OF SOURCE TERMS FOR ZIRCALOY CLAD PWR FUEL
3.4 wt.% ^{235}U - 40,000 MWD/MTU - 5 years cooling

Assembly	WE 14×14	WE 14×14	WE 15×15	WE 17×17	WE 17×17	CE 14×14	CE 16×16	B&W 15×15	B&W 17×17
Array class	14x14A	14x14B	15x15 ABC	17x17A	17x17B	14x14C	16x16A	15x15 DEFH	17x17C
Neutrons/sec	1.76E+8 1.78E+8	2.32E+8 2.35E+8	2.70E+8 2.73E+8	2.18E+8	2.68E+8	2.32E+8	2.38E+8	2.94E+8	2.68E+8
Photons/sec (0.45-3.0 MeV)	2.88E+15 2.93E+15	3.28E+15 3.32E+15	3.80E+15 3.86E+15	3.49E+15	3.85E+15	3.37E+15	3.57E+15	4.01E+15	3.89E+15
Thermal power (watts)	809.5 820.7	923.5933.7	10731086	985.6	1090	946.6	1005	1137	1098

Note:
The WE 14x14 and WE 15x15 have both zircaloy and stainless steel guide tubes. The first value presented is for the assembly with zircaloy guide tubes and the second value is for the assembly with stainless steel guide tubes.

Table 5.2.28

COMPARISON OF SOURCE TERMS FOR ZIRCALOY CLAD BWR FUEL
3.0 wt.% ^{235}U - 40,000 MWD/MTU - 5 years cooling

Assembly	7×7	8x8	8x8	9x9	9x9	9x9	9x9	9x9	10x10	10x10
Array Class	7x7B	8x8B	8x8CDE	9x9A	9x9B	9x9CD	9x9EF	9x9G	10x10AB	10x10C
Neutrons/sec	1.33E+8	1.22E+8	1.22E+8	1.13E+8	1.06E+8	1.09E+8	1.24E+8	9.15E+7	1.24E+8	1.07E+8
Photons/sec (0.45-3.0 MeV)	1.55E+15	1.49E+15	1.48E+15	1.41E+15	1.40E+15	1.42E+15	1.45E+15	1.28E+15	1.48E+15	1.40E+15
Thermal power (watts)	435.5	417.3	414.2	394.2	389.8	395	405.8	356.9	413.5	389.2

Table 5.2.29

COMPARISON OF CALCULATED DECAY HEATS FOR DESIGN BASIS FUEL
AND VALUES REPORTED IN THE
DOE CHARACTERISTICS DATABASE† FOR
30,000 MWD/MTU AND 5-YEAR COOLING

Fuel Assembly Class	Decay Heat from the DOE Database (watts/assembly)	Decay Heat from Source Term Calculations (watts/assembly)
PWR Fuel		
B&W 15x15	752.0	827.5
B&W 17x17	732.9	802.7
CE 16x16	653.7	734.3
CE 14x14	601.3	694.9
WE 17x17	742.5	795.4
WE 15x15	762.2	796.2
WE 14x14	649.6	682.9
BWR Fuel		
7x7	310.9	315.7
8x8	296.6	302.8
9x9	275.0	286.8

Notes:

1. The decay heat from the source term calculations is the maximum value calculated for that fuel assembly class.
2. The decay heat values from the database include contributions from in-core material (e.g. spacer grids).
3. Information on the 10x10 was not available in the DOE database. However, based on the results in Table 5.2.28, the actual decay heat values from the 10x10 would be very similar to the values shown above for the 8x8.
4. The enrichments used for the column labeled “Decay Heat from Source Term Calculations” were consistent with Table 5.2.24.

† Reference [5.2.7].

Table 5.2.30

DESCRIPTION OF DESIGN BASIS BURNABLE POISON ROD ASSEMBLY AND THIMBLE PLUG DEVICE

Region	**BPRA**	**TPD**
Upper End Fitting (kg of steel)	2.62	2.3
Upper End Fitting (kg of inconel)	0.42	0.42
Gas Plenum Spacer (kg of steel)	0.77488	1.71008
Gas Plenum Springs (kg of steel)	0.67512	1.48992
In-core (kg of steel)	13.2	N/A

Table 5.2.31

DESIGN BASIS COBALT-60 ACTIVITIES FOR BURNABLE POISON ROD ASSEMBLIES AND THIMBLE PLUG DEVICES

Region	**BPRA**	**TPD**
Upper End Fitting (curies Co-60)	32.7	25.21
Gas Plenum Spacer (curies Co-60)	5.0	9.04
Gas Plenum Springs (curies Co-60)	8.9	15.75
In-core (curies Co-60)	848.4	N/A

Table 5.2.32

DESCRIPTION OF DESIGN BASIS CONTROL ROD ASSEMBLY CONFIGURATIONS FOR SOURCE TERM CALCULATIONS

Axial Dimensions Relative to Bottom of Active Fuel			**Flux Weighting Factor**	**Mass of cladding (kg Inconel)**	**Mass of absorber (kg AgInCd)**
Start (in)	**Finish (in)**	**Length (in)**			
Configuration 1 - 10% Inserted					
0.0	15.0	15.0	1.0	1.32	7.27
15.0	18.8125	3.8125	0.2	0.34	1.85
18.8125	28.25	9.4375	0.1	0.83	4.57
Configuration 2 - Fully Removed					
0.0	3.8125	3.8125	0.2	0.34	1.85
3.8125	13.25	9.4375	0.1	0.83	4.57

Table 5.2.33

DESCRIPTION OF DESIGN BASIS AXIAL POWER SHAPING ROD CONFIGURATION S FOR SOURCE TERM CALCULATIONS

Axial Dimensions Relative to Bottom of Active Fuel			**Flux Weighting Factor**	**Mass of cladding (kg Steel)**	**Mass of absorber (kg Inconel)**
Start (in)	**Finish (in)**	**Length (in)**			
Configuration 1 - 10% Inserted					
0.0	15.0	15.0	1.0	1.26	5.93
15.0	18.8125	3.8125	0.2	0.32	1.51
18.8125	28.25	9.4375	0.1	0.79	3.73
Configuration 2 - Fully Removed					
0.0	3.8125	3.8125	0.2	0.32	1.51
3.8125	13.25	9.4375	0.1	0.79	3.73
Configuration 3 - Fully Inserted					
0.0	63.0	63.0	1.0	5.29	24.89
63.0	66.8125	3.8125	0.2	0.32	1.51
66.8125	76.25	9.4375	0.1	0.79	3.73

Table 5.2.34

DESIGN BASIS SOURCE TERMS FOR CONTROL ROD ASSEMBLY CONFIGURATIONS

Axial Dimensions Relative to Bottom of Active Fuel			**Photons/sec from AgInCd**			**Curies Co-60 from Inconel**
Start (in)	**Finish (in)**	**Length (in)**	**0.3-0.45 MeV**	**0.45-0.7 MeV**	**0.7-1.0 MeV**	
Configuration 1 - 10% Inserted - 80.8 watts decay heat						
0.0	15.0	15.0	1.91e+14	1.78e+14	1.42e+14	1111.38
15.0	18.8125	3.8125	9.71e+12	9.05e+12	7.20e+12	56.50
18.8125	28.25	9.4375	1.20e+13	1.12e+13	8.92e+12	69.92
Configuration 2 - Fully Removed - 8.25 watts decay heat						
0.0	3.8125	3.8125	9.71e+12	9.05e+12	7.20e+12	56.50
3.8125	13.25	9.4375	1.20e+13	1.12e+13	8.92e+12	69.92

Table 5.2.35

DESIGN BASIS SOURCE TERMS FROM AXIAL POWER SHAPING ROD CONFIGURATIONS

Axial Dimensions Relative to Bottom of Active Fuel			**Curies of Co-60**
Start (in)	**Finish (in)**	**Length (in)**	
Configuration 1 - 10% Inserted - 46.2 watts decay heat			
0.0	15.0	15.0	2682.57
15.0	18.8125	3.8125	136.36
18.8125	28.25	9.4375	168.78
Configuration 2 - Fully Removed - 4.72 watts decay heat			
0.0	3.8125	3.8125	136.36
3.8125	13.25	9.4375	168.78
Configuration 3 - Fully Inserted - 178.9 watts decay heat			
0.0	63.0	63.0	11266.80
63.0	66.8125	3.8125	136.36
66.8125	76.25	9.4375	168.78

Table 5.2.36

DESCRIPTION OF FUEL ASSEMBLY USED TO ANNALYZE THORIA RODS IN THE THORIA ROD CANISTER

	BWR
Fuel type	8x8
Active fuel length (in.)	110.5
No. of UO_2 fuel rods	55
No. of UO_2/ThO_2 fuel rods	9
Rod pitch (in.)	0.523
Cladding material	zircaloy
Rod diameter (in.)	0.412
Cladding thickness (in.)	0.025
Pellet diameter (in.)	0.358
Pellet material	98.2% ThO_2 and 1.8% UO_2 for UO_2/ThO_2 rods
Pellet density (gm/cc)	10.412
Enrichment (w/o ^{235}U)	93.5 in UO_2 for UO_2/ThO_2 rods and 1.8 for UO_2 rods
Burnup (MWD/MTIHM)	16,000
Cooling Time (years)	18
Specific power (MW/MTIHM)	16.5
Weight of THO_2 and UO_2 (kg)†	121.46
Weight of U (kg)†	92.29
Weight of Th (kg)†	14.74

† Derived from parameters in this table.

Table 5.2.37

CALCULATED FUEL GAMMA SOURCE FOR THORIA ROD CANISTER CONTAINING EIGHTEEN THORIA RODS

Lower Energy	**Upper Energy**	**16,000 MWD/MTIHM 18-Year Cooling**	
(MeV)	(MeV)	(MeV/s)	(Photons/s)
4.5e-01	7.0e-01	3.07e+13	5.34e+13
7.0e-01	1.0	5.79e+11	6.81e+11
1.0	1.5	3.79e+11	3.03e+11
1.5	2.0	4.25e+10	2.43e+10
2.0	2.5	4.16e+8	1.85e+8
2.5	3.0	2.31e+11	8.39e+10
Totals		1.23e+12	1.09e+12

Table 5.2.38

CALCULATED FUEL NEUTRON SOURCE FOR THORIA ROD CANISTER CONTAINING EIGHTEEN THORIA RODS

Lower Energy (MeV)	**Upper Energy (MeV)**	**16,000 MWD/MTIHM 18-Year Cooling (Neutrons/s)**
1.0e-01	4.0e-01	5.65e+2
4.0e-01	9.0e-01	3.19e+3
9.0e-01	1.4	6.79e+3
1.4	1.85	1.05e+4
1.85	3.0	3.68e+4
3.0	6.43	1.41e+4
6.43	20.0	1.60e+2
Totals		7.21e+4

5.3 MODEL SPECIFICATIONS

The shielding analysis of the HI-STORM 100 System was performed with MCNP-4A [5.1.1]. MCNP is a Monte Carlo transport code that offers a full three-dimensional combinatorial geometry modeling capability including such complex surfaces as cones and tori. This means that no gross approximations were required to represent the HI-STORM 100 System, including the HI-TRAC transfer casks, in the shielding analysis. A sample input file for MCNP is provided in Appendix 5.C.

As discussed in Section 5.1.1, off-normal conditions do not have any implications for the shielding analysis. Therefore, the MCNP models and results developed for the normal conditions also represent the off-normal conditions. Section 5.1.2 discussed the accident conditions and stated that the only accident that would impact the shielding analysis would be a loss of the neutron shield (water) in the HI-TRAC. Therefore, the MCNP model of the normal HI-TRAC condition has the neutron shield in place while the accident condition replaces the neutron shield with void. Section 5.1.2 also mentioned that there is no credible accident scenario that would impact the HI-STORM shielding analysis. Therefore, models and results for the normal and accident conditions are identical for the HI-STORM overpack.

5.3.1 Description of the Radial and Axial Shielding Configuration

Chapter 1 provides the drawings that describe the HI-STORM 100 System, including the HI-TRAC transfer casks. These drawings, using nominal dimensions, were used to create the MCNP models used in the radiation transport calculations. Modeling deviations from these drawings are discussed below. Figures 5.3.1 through 5.3.6 show cross sectional views of the HI-STORM 100 overpack and MPC as it was modeled in MCNP for each of the MPCs. Figures 5.3.1 through 5.3.3 were created with the MCNP two-dimensional plotter and are drawn to scale. The inlet and outlet vents were modeled explicitly, therefore, streaming through these components is accounted for in the calculations of the dose adjacent to the overpack and at 1 meter. Figure 5.3.7 shows a cross sectional view of the 100-ton HI-TRAC with the MPC-24 inside as it was modeled in MCNP. Since the fins and pocket trunnions were modeled explicitly, neutron streaming through these components is accounted for in the calculations of the dose adjacent to the overpack and 1 meter dose. In Section 5.4.1, the dose effect of localized streaming through these compartments is analyzed.

Figure 5.3.10 shows a cross sectional view of the HI-STORM 100 overpack with the as-modeled thickness of the various materials. The dimensions for the HI-STORM 100S and HI-STORM 100S Version B overpacks are also shown on Figure 5.3.10. This figure notes two different dimensions for the inner and outer shells. These values apply only to the HI-STORM 100 and 100S. In these overpacks, the inner and outer shells can be manufactured from 1.25 and 0.75 inch thick steel, respectively, or both shells can be manufactured from 1 inch thick steel. The HI-STORM 100 and 100S ~~in this chapter~~ were modeled as 1.25 and 0.75 inch thick shells.

Figures 5.3.11, 5.3.18, and 5.3.22 are axial representations of the HI-STORM 100, HI-STORM 100S, and HI-STORM 100S Version B overpacks, respectively, with the various as-modeled dimensions indicated.

Only the HI-STORM 100S Version B is analyzed in this chapter. This is reasonable because the HI-STORM 100S Version B overpack is shorter than the other overpacks, and the MPC is positioned closer to the inlet vent which results in higher dose rates at the inlet vent compared to the other overpacks. In addition, the HI-STORM 100S Version B has slightly higher offsite dose than the other overpacks.

Figures 5.3.12 and 5.3.13 show axial cross-sectional views of the 100- and 125-ton HI-TRAC transfer casks, respectively, with the as-modeled dimensions and materials specified. Figures 5.3.14, 5.3.15, and 5.3.20 show fully labeled radial cross-sectional views of the HI-TRAC 100, 125, and 125D transfer casks, respectively. Finally, Figures 5.3.16 and 5.3.17 show fully labeled diagrams of the transfer lids for the HI-TRAC 100 and 125 transfer casks. Since lead plate may be used instead of poured lead in the pool and transfer lids, there exists the possibility of a gap between the lead plate and the surrounding steel walls. This gap was accounted for in the analysis as depicted on Figures 5.3.16 and 5.3.17. The gap was not modeled in the pool lid since the gap will only exist on the outer edges of the pool lid and the highest dose rate is in the center. (All results presented in this chapter were calculated with the gap with the exception of the results presented in Figures 5.1.6, 5.1.7, and 5.1.11 which did not include the gap.) The HI-TRAC 125D does not utilize the transfer lid, rather it utilizes the pool lid in conjunction with the mating device. Therefore the dose rates reported for the pool lid in this chapter are applicable to both the HI-TRAC 125 and 125D while the dose rates reported for the transfer lid are applicable only to the HI-TRAC 125. Consistent with the analysis of the transfer lid in which only the portion of the lid directly below the MPC was modeled, the structure of the mating device which surrounds the pool lid was not modeled.

Since the HI-TRAC 125D has fewer radial ribs, the dose rate at the midplane of the HI-TRAC 125D is higher than the dose rate at the midplane of the HI-TRAC 125. The HI-TRAC 125D has steel ribs in the lower water jacket while the HI-TRAC 125 does not. These additional ribs in the lower water jacket reduce the dose rate in the vicinity of the pool lid for the HI-TRAC 125D compared to the HI-TRAC 125. Since the dose rates at the midplane of the HI-TRAC 125D are higher than the HI-TRAC 125, the results on the radial surface are only presented for the HI-TRAC 125D in this chapter.

To reduce the gamma dose around the inlet and outlet vents, stainless steel cross plates, designated gamma shield cross plates[†] (see Figures 5.3.11 and 5.3.18), have been installed inside all vents in all overpacks. The steel in these plates effectively attenuates the fuel and ^{60}Co gammas that dominated the dose at these locations prior to their installation. Figure 5.3.19 shows

[†] This design embodiment, formally referred to as "Duct Photon Attenuator," has been disclosed as an invention by Holtec International for consideration by the US Patent Office for issuance of a patent under U.S. law.

three designs for the gamma shield cross plates to be used in the inlet and outlet vents. The designs in the top portion of the figure are mandatory for use in the HI-STORM 100 and 100S overpacks during normal storage operations and were assumed to be in place in the shielding analysis. The designs in the middle portion of the figure may be used instead of the mandatory designs in the HI-STORM 100S overpack to further reduce the radiation dose rates at the vents. These optional gamma shield cross plates could further reduce the dose rate at the vent openings by as much as a factor of two. The designs in the bottom portion of the figure are mandatory for use in the HI-STORM 100S Version B overpack during normal storage operations and were assumed to be in place in the shielding analysis.

Calculations were performed to determine the acceptability of homogenizing the fuel assembly versus explicit modeling. Based on these calculations it was concluded that it was acceptable to homogenize the fuel assembly without loss of accuracy. The width of the PWR and BWR homogenized fuel assembly is equal to 15 times the pitch and 7 times the pitch, respectively. Homogenization resulted in a noticeable decrease in run time.

Several conservative approximations were made in modeling the MPC. The conservative approximations are listed below.

1. The basket material in the top and bottom 0.9 inches where the MPC basket flow holes are located is not modeled. The length of the basket not modeled (0.9 inches) was determined by calculating the equivalent area removed by the flow holes. This method of approximation is conservative because no material for the basket shielding is provided in the 0.9-inch area at the top and bottom of the MPC basket.

2. The upper and lower fuel spacers are not modeled, as the fuel spacers are not needed on all fuel assembly types. However, most PWR fuel assemblies will have upper and lower fuel spacers. The fuel spacer length for the design basis fuel assembly type determines the positioning of the fuel assembly for the shielding analysis, but the fuel spacer materials are not modeled. This is conservative since it removes steel that would provide a small amount of additional shielding.

3. For the MPC-32, MPC-24, and MPC-68, the MPC basket supports are not modeled. This is conservative since it removes steel that would provide a small increase in shielding. The optional aluminum heat conduction elements are also conservatively not modeled.

4. The MPC-24 basket is fabricated from 5/16 inch thick cell plates. It is conservatively assumed for modeling purposes that the structural portion of the MPC-24 basket is uniformly fabricated from 9/32 inch thick steel. The Boral and sheathing are modeled explicitly. This is conservative since it removes steel that would provide a small amount of additional shielding.

5. In the modeling of the BWR fuel assemblies, the zircaloy flow channels were not represented. This was done because it cannot be guaranteed that all BWR fuel assemblies will have an associated flow channel when placed in the MPC. The flow channel does not contribute to the source, but does provide some small amount of shielding. However, no credit is taken for this additional shielding.

6. In the MPC-24, conservatively, all Boral panels on the periphery were modeled with a reduced width of 5 inches compared to 6.25 inches or 7.5 inches.

7. The MPC-68 is designed for two lid thicknesses: 9.5 inches and 10 inches. Conservatively, all calculations reported in this chapter were performed with the 9.5 inch thick lid.

During this project several design changes occurred that affected the drawings, but did not significantly affect the MCNP models of the HI-STORM 100 and HI-TRAC. Therefore, the models do not exactly represent the drawings. The discrepancies between models and drawings are listed and discussed here.

MPC Modeling Discrepancies

1. In the MPCs, there is a sump in the baseplate to enhance draining of the MPC. This localized reduction in the thickness of the baseplate was not modeled. Since there is significant shielding and distance in both the HI-TRAC and the HI-STORM outside the MPC baseplate, this localized reduction in shielding will not affect the calculated dose rates outside the HI-TRAC or the HI-STORM.

2. The design configuration of the MPC-24 has been enhanced for criticality purposes. The general location of the 24 assemblies remains basically the same, therefore the shielding analysis continues to use the superseded configuration. Since the new MPC-24 configuration and the configuration of the MPC-24E are almost identical, the analysis of the earlier MPC-24 configuration is valid for the MPC-24E as well. Figure 5.3.21 shows the superseded and current configuration for the MPC-24 for comparison.

3. The sheathing thickness on the new MPC-24 configuration was reduced from 0.06 inches to 0.0235 inches. However, the model still uses 0.06 inches. This discrepancy is compensated for by the use of 9/32 inch cell walls and 5 inch boral on the periphery as described above. MCNP calculations were performed with the new MPC-24 configuration in the 100-ton HI-TRAC for comparison to the superceded configuration. These results indicate that on the side of the overpack, the dose rates decrease by approximately 12% on the surface *for a burnup of 60,000 MWD/MTU and a cooling time of 3 years*. These results demonstrate that using the superceded MPC-24 design is conservative.

HI-TRAC Modeling Discrepancies

1. The pocket trunnion on the HI-TRAC 125 was modeled as penetrating the lead. This is conservative for gamma dose rates as it reduces effective shielding thickness. The HI-TRAC 125D does not use pocket trunnions.

2. The lifting blocks in the top lid of the 125-ton HI-TRACs were not modeled. Holtite-A was modeled instead. This is a small, localized item and will not impact the dose rates.

3. The door side plates that are in the middle of the transfer lid of the HI-TRAC 125 are not modeled. This is acceptable because the dose location calculated on the bottom of the transfer lid is in the center.

4. The outside diameter of the Holtite-A portion of the top lid of the 125-ton HI-TRACs was modeled as 4 inches larger than it is due to a design enhancement. This is acceptable because the peak dose rates on the top lid occur on the inner portions of the lid.

HI-STORM Modeling Discrepancies

1. The steel channels in the cavity between the MPC and overpack were not modeled. This is conservative since it removes steel that would provide a small amount of additional shielding.

2. The bolt anchor blocks were not explicitly modeled. Concrete was used instead. These are small, localized items and will not impact the dose rates.

3. In the HI-STORM 100S model, the exit vents were modeled as being inline with the inlet vents. In practice, they are rotated 45 degrees and positioned above the short radial plates. Therefore, this modeling change has the exit vents positioned above the full length radial plates. This modeling change has minimal impact on the dose rates at the exit vents.

4. The short radial plates in the HI-STORM 100S overpack were modeled in MCNP even though they are optional.

5. The pedestal baseplate, which is steel with holes for pouring concrete, in the HI-STORM 100 and 100S overpacks was modeled as concrete rather than steel. This is acceptable because this piece of steel is positioned at the bottom of the pedestal below 5 inches of steel and a minimum of 11.5 inches of concrete and therefore will have no impact on the dose rates at the bottom vent.

6. Minor penetrations in the body of the overpack (e.g. holes for grounding straps) are not modeled as these are small localized effects which will not affect the off-site dose rates.

7. *Deleted*~~In June 2001, the inner shield shell of the HI-STORM 100 overpack was removed and the concrete density in the body of the overpack (not the pedestal of lid) was increased to compensate. Appendix 5.E presents a comparison of the dose rates calculated for a HI-STORM 100 overpack with and without the inner shield shell. The MPC-24 was used in this comparison. The results indicate that there is very little difference in the calculated dose rates when the inner shield shell is removed and the concrete density is increased. Therefore, all HI-STORM 100 analysis presented in the main portion of this chapter includes the inner shield shell.~~

8. The drawings in Section 1.5 indicate that the HI-STORM 100S has a variable height. This is achieved by adjusting the height of the body of the overpack. The pedestal height is not adjusted. Conservatively, all calculations in this chapter used the shorter height for the HI-STORM 100S.

9. In February 2002, the top plate on the HI-STORM 100 overpack was modified to be two pieces in a shear ring arrangement. The total thickness of the top plate was not changed. However, there is approximately a 0.5 inch gap between the two pieces of the top plate. This gap was not modeled in MCNP since it will result in a small increase in the dose rate on the overpack lid in an area where the dose rate is greatly reduced compared to other locations on the lid.

10. The MPC base support in the HI-STORM 100S Version B was conservatively modeled as a 1 inch thick plate resting on a two inch tall ring as shown in Figure 5.3.22. The design of the overpack utilizes a solid three inch plate.

11. The gussets in the inside lower corners of the HI-STORM 100S Version B overpack were not modeled. Concrete was modeled instead.

5.3.1.1 Fuel Configuration

As described earlier, the active fuel region is modeled as a homogenous zone. The end fittings and the plenum regions are also modeled as homogenous regions of steel. The masses of steel used in these regions are shown in Table 5.2.1. The axial description of the design basis fuel assemblies is provided in Table 5.3.1. Figures 5.3.8 and 5.3.9 graphically depict the location of the PWR and BWR fuel assemblies within the HI-STORM 100 System. The axial locations of the Boral, basket, inlet vents, and outlet vents are shown in these figures.

5.3.1.2 Streaming Considerations

The MCNP model of the HI-STORM overpack completely describes the inlet and outlet vents, thereby properly accounting for their streaming effect. The gamma shield cross plates located in the inlet and outlet vents, which effectively reduce the gamma dose in these locations, are modeled explicitly.

The MCNP model of the HI-TRAC transfer cask describes the lifting trunnions, pocket trunnions, and the opening in the HI-TRAC top lid. The fins through the HI-TRAC water jacket are also modeled. Streaming considerations through these trunnions and fins are discussed in Section 5.4.1.

The design of the HI-STORM 100 System, as described in the drawings in Chapter 1, has eliminated all other possible streaming paths. Therefore, the MCNP model does not represent any additional streaming paths. A brief justification of this assumption is provided for each penetration.

- The lifting trunnions will remain installed in the HI-TRAC transfer cask.

- The pocket trunnions of the HI-TRAC are modeled as solid blocks of steel. No credit is taken for any part of the pocket trunnion that extends beyond the water jacket.

- The threaded holes in the MPC lid are plugged with solid plugs during storage and, therefore, do not create a void in the MPC lid.

- The drain and vent ports in the MPC lid are designed to eliminate streaming paths. The holes in the vent and drain port cover plates are filled with a set screw and plug weld. The steel lost in the MPC lid at the port location is replaced with a block of steel approximately 6 inches thick located directly below the port opening and attached to the underside of the lid. This design feature is shown on the drawings in Chapter 1. The MCNP model did not explicitly represent this arrangement but, rather, modeled the MPC lid as a solid plate.

5.3.2 Regional Densities

Composition and densities of the various materials used in the HI-STORM 100 System and HI-TRAC shielding analyses are given in Tables 5.3.2 and 5.3.3. All of the materials and their actual geometries are represented in the MCNP model.

The concrete density shown in Table 5.3.2 is the minimum concrete density analyzed in this chapter. The HI-STORM 100 overpacks are designed in such a way that the concrete density in the body of the overpack can be increased to approximately 3.2 gm/cc (200 lb/cuft). Increasing the density to this value would result in significant

reduction in the dose rate which may be beneficial to some users based on-site and off-site ALARA considerations.

The water density inside the MPC corresponds to the maximum allowable water temperature within the MPC. The water density in the water jacket corresponds to the maximum allowable temperature at the maximum allowable pressure. As mentioned, the HI-TRAC transfer cask is equipped with a water jacket providing radial neutron shielding. Demineralized water will be utilized in the water jacket. To ensure operability for low temperature conditions, ethylene glycol (25% in solution) may be added to reduce the freezing point for low temperature operations. Calculations were performed to determine the effect of the ethylene glycol on the shielding effectiveness of the radial neutron shield. Based on these calculations, it was concluded that the addition of ethylene glycol (25% in solution) does not reduce the shielding effectiveness of the radial neutron shield.

~~Since the HI-STORM 100S, 100S Version B, and the newer configuration of the HI-STORM 100 do not have the inner shield shell present, the minimum density of the concrete in the body (not the lid or pedestal) of the overpack has been increased slightly to compensate for the change in shielding relative to the HI-STORM 100 overpack with the inner shield shell. Table 5.3.2 shows the concrete composition and densities that were used for the HI-STORM 100 and HI-STORM 100S overpacks. Since the density of concrete is increased by altering the aggregate that is used, the composition of the slightly denser concrete was calculated by keeping the same mass of water as the 2.35 gm/cc composition and increasing all other components by the same ratio.~~

The MPCs in the HI-STORM 100 System can be manufactured with one of two possible neutron absorbing materials: Boral or Metamic. Both materials are made of aluminum and B_4C powder. The Boral contains an aluminum and B_4C powder mixture sandwiched between two aluminum plates while the Metamic is a single plate. The thickness and minimum ^{10}B areal density are the same for Boral and Metamic. Therefore, the mass of Aluminum and B_4C are essentially equivalent and there is no distinction between the two materials from a shielding perspective. As a result, Table 5.3.2 identifies the composition for Boral and no explicit calculations were performed with Metamic.

Sections 4.4 and 4.5 demonstrate that all materials used in the HI-STORM and HI-TRAC remain below their design temperatures as specified in Table 2.2.3 during all normal conditions. Therefore, the shielding analysis does not address changes in the material density or composition as a result of temperature changes.

~~Table 4.4.36~~*Section 4.4* indicates that there are localized areas in the concrete in the lid of the overpack which approach ~~339~~*390*°F. ~~A bounding~~*An* increase in temperature from 300°F to ~~365~~*390*°F results in an approximate 0.~~424~~*666*% overall density reduction due to the loss of chemically unbound water. This density reduction results in a reduction in the mass fraction of hydrogen from 0.6% to 0.~~555~~*529*% in the area affected by the temperature excursion. This is a

localized effect with the maximum loss occurring at the bottom center of the lid where the temperature is the hottest and reduced loss occurring as the temperature decreases to 300°F.

Based on these considerations, the presence of localized temperatures up to ~~365°F~~ *390°F* in the lid concrete has a negligible effect on the shielding effectiveness of the HI-STORM 100 overpack lid.

Chapter 11 discusses the effect of the various accident conditions on the temperatures of the shielding materials and the resultant impact on their shielding effectiveness. As stated in Section 5.1.2, there is only one accident that has any significant impact on the shielding configuration. This accident is the loss of the neutron shield (water) in the HI-TRAC as a result of fire or other damage. The change in the neutron shield was conservatively analyzed by assuming that the entire volume of the liquid neutron shield was replaced by void.

Table 5.3.1

DESCRIPTION OF THE AXIAL MCNP MODEL OF THE FUEL ASSEMBLIES†

Region	Start (in.)	Finish (in.)	Length (in.)	Actual Material	Modeled Material
PWR					
Lower End Fitting	0.0	7.375	7.375	SS304	SS304
Space	7.375	8.375	1.0	zircaloy	void
Fuel	8.375	152.375	144	fuel & zircaloy	fuel
Gas Plenum Springs	152.375	156.1875	3.8125	SS304 & zircaloy	SS304
Gas Plenum Spacer	156.1875	160.5625	4.375	SS304 & zircaloy	SS304
Upper End Fitting	160.5625	165.625	5.0625	SS304	SS304
BWR					
Lower End Fitting	0.0	7.385	7.385	SS304	SS304
Fuel	7.385	151.385	144	fuel & zircaloy	fuel
Space	151.385	157.385	6	zircaloy	void
Gas Plenum Springs	157.385	166.865	9.48	SS304 & zircaloy	SS304
Expansion Springs	166.865	168.215	1.35	SS304	SS304
Upper End Fitting	168.215	171.555	3.34	SS304	SS304
Handle	171.555	176	4.445	SS304	SS304

† All dimensions start at the bottom of the fuel assembly. The length of the lower fuel spacer must be added to the distances to determine the distance from the top of the MPC baseplate.

Table 5.3.2

COMPOSITION OF THE MATERIALS IN THE HI-STORM 100 SYSTEM

Component	Density (g/cm³)	Elements	Mass Fraction (%)
Uranium Oxide	10.412	^{235}U	2.9971(BWR) 3.2615(PWR)
		^{238}U	85.1529(BWR) 84.8885(PWR)
		O	11.85
Boral†	2.644	^{10}B	4.4226 (MPC-68 and MPC-32 in HI-STORM & HI-TRAC; MPC-24 in HI-STORM)4.367 (MPC-24 in HI-TRAC)
		^{11}B	20.1474 (MPC-68 and MPC-32 in HI-STORM & HI-TRAC; MPC-24 in HI-STORM) 19.893 (MPC-24 in HI-TRAC)
		Al	68.61 (MPC-68 and MPC-32 in HI-STORM & HI-TRAC; MPC-24 in HI-STORM) 69.01 (MPC-24 in HI-TRAC)
		C	6.82 (MPC-68 and MPC-32 in HI-STORM & HI-TRAC; MPC-24 in HI-STORM) 6.73 (MPC-24 in HI-TRAC)
SS304	7.92	Cr	19
		Mn	2
		Fe	69.5
		Ni	9.5
Carbon Steel	7.82	C	0.5
		Fe	99.5
Zircaloy	6.55	Zr	100

† All B-10 loadings in the Boral compositions are conservatively lower than the values defined in the Bill of Materials.

Table 5.3.2 (continued)

COMPOSITION OF THE MATERIALS IN THE HI-STORM 100 SYSTEM

Component	**Density (g/cm^3)**	**Elements**	**Mass Fraction (%)**
Neutron Shield Holtite-A	1.61	C	27.66039
		H	5.92
		Al	21.285
		N	1.98
		O	42.372
		^{10}B	0.14087
		^{11}B	0.64174
BWR Fuel Region Mixture	4.29251	^{235}U	2.4966
		^{238}U	70.9315
		O	9.8709
		Zr	16.4046
		N	8.35E-05
		Cr	0.0167
		Fe	0.0209
		Sn	0.2505
PWR Fuel Region Mixture	3.869939	^{235}U	2.7652
		^{238}U	71.9715
		O	10.0469
		Zr	14.9015
		Cr	0.0198
		Fe	0.0365
		Sn	0.2587

Table 5.3.2 (continued)

COMPOSITION OF THE MATERIALS IN THE HI-STORM 100 SYSTEM

Component	Density (g/cm^3)	Elements	Mass Fraction (%)
Lower End Fitting (PWR)	1.0783	SS304	100
Gas Plenum Springs (PWR)	0.1591	SS304	100
Gas Plenum Spacer (PWR)	0.1591	SS304	100
Upper End Fitting (PWR)	1.5410	SS304	100
Lower End Fitting (BWR)	1.4862	SS304	100
Gas Plenum Springs (BWR)	0.2653	SS304	100
Expansion Springs (BWR)	0.6775	SS304	100
Upper End Fitting (BWR)	1.3692	SS304	100
Handle (BWR)	0.2572	SS304	100
Lead	11.3	Pb	99.9
		Cu	0.08
		Ag	0.02
Water	0.9140 (water jacket)	H	11.2
	0.9619 (inside MPC)	O	88.8

Table 5.3.2 (continued)

COMPOSITION OF THE MATERIALS IN THE HI-STORM 100 SYSTEM

Component	Density (g/cm^3)	Elements	Mass Fraction (%)
Concrete	2.~~35~~*24*	H	0.6
	~~Lid and pedestal of the~~	O	50.0
	~~HI-STORM 100, 100S, and 100S Version B~~	Si	31.5
	~~and the body of the 100~~	Al	4.8
	~~when the inner shield~~	Na	1.7
	~~shell is present~~	Ca	8.3
		Fe	1.2
		K	1.9
~~Concrete~~	~~2.48~~	~~H~~	~~0.569~~
	~~HI-STORM 100S and 100S Version B body~~	~~O~~	~~49.884~~
	~~and HI-STORM 100 body~~	~~Si~~	~~31.594~~
	~~when the inner shield shell~~	~~Al~~	~~4.814~~
	~~is not present~~	~~Na~~	~~1.705~~
		~~Ca~~	~~8.325~~
		~~Fe~~	~~1.204~~
		~~K~~	~~1.905~~
Soil	*1.7*	*H*	*0.962*
		O	*54.361*
		Al	*12.859*
		Si	*31.818*

Table 5.3.3

COMPOSITION OF THE FUEL PELLETS IN THE MIXED OXIDE FUEL ASSEMBLIES

Component	**Density (g/cm^3)**	**Elements**	**Mass Fraction (%)**
Mixed Oxide Pellets	10.412	^{238}U	85.498
		^{235}U	0.612
		^{238}Pu	0.421
		^{239}Pu	1.455
		^{240}Pu	0.034
		^{241}Pu	0.123
		^{242}Pu	0.007
		O	11.85
Uranium Oxide Pellets	10.412	^{238}U	86.175
		^{235}U	1.975
		O	11.85

5.4 SHIELDING EVALUATION

The MCNP-4A code was used for all of the shielding analyses [5.1.1]. MCNP is a continuous energy, three-dimensional, coupled neutron-photon-electron Monte Carlo transport code. Continuous energy cross section data are represented with sufficient energy points to permit linear-linear interpolation between points. The individual cross section libraries used for each nuclide are those recommended by the MCNP manual. All of these data are based on ENDF/B-V data. MCNP has been extensively benchmarked against experimental data by the large user community. References [5.4.2], [5.4.3], and [5.4.4] are three examples of the benchmarking that has been performed.

The energy distribution of the source term, as described earlier, is used explicitly in the MCNP model. A different MCNP calculation is performed for each of the three source terms (neutron, decay gamma, and ^{60}Co). The axial distribution of the fuel source term is described in Table 2.1.11 and Figures 2.1.3 and 2.1.4. The PWR and BWR axial burnup distributions were obtained from References [5.4.5] and [5.4.6], respectively. These axial distributions were obtained from operating plants and are representative of PWR and BWR fuel with burnups greater than 30,000 MWD/MTU. The ^{60}Co source in the hardware was assumed to be uniformly distributed over the appropriate regions.

It has been shown that the neutron source strength varies as the burnup level raised by the power of 4.2. Since this relationship is non-linear and since the burnup in the axial center of a fuel assembly is greater than the average burnup, the neutron source strength in the axial center of the assembly is greater than the relative burnup times the average neutron source strength. In order to account for this effect, the neutron source strength in each of the 10 axial nodes listed in Table 2.1.11 was determined by multiplying the average source strength by the relative burnup level raised to the power of 4.2. The peak relative burnups listed in Table 2.1.11 for the PWR and BWR fuels are 1.105 and 1.195 respectively. Using the power of 4.2 relationship results in a 37.6% ($1.105^{4.2}/1.105$) and 76.8% ($1.195^{4.2}/1.195$) increase in the neutron source strength in the peak nodes for the PWR and BWR fuel respectively. The total neutron source strength increases by 15.6% for the PWR fuel assemblies and 36.9% for the BWR fuel assemblies.

MCNP was used to calculate doses at the various desired locations. MCNP calculates neutron or photon flux and these values can be converted into dose by the use of dose response functions. This is done internally in MCNP and the dose response functions are listed in the input file in Appendix 5.C. The response functions used in these calculations are listed in Table 5.4.1 and were taken from ANSI/ANS 6.1.1, 1977 [5.4.1].

The dose rate at the various locations were calculated with MCNP using a two step process. The first step was to calculate the dose rate for each dose location per starting particle for each neutron and gamma group in the fuel and each axial location in the end fittings. The second and last step was to multiply the dose rate per starting particle for each group or starting location by the source strength (i.e. particles/sec) in that group or location and sum the resulting dose rates

for all groups in each dose location. The standard deviations of the various results were statistically combined to determine the standard deviation of the total dose in each dose location.

The HI-STORM shielding analysis was performed for conservative burnup and cooling time combinations which bound the uniform and regionalized loading specifications for zircaloy clad fuel specified in Section 2.1.9. Therefore, the HI-STORM shielding analysis presented in this chapter is conservatively bounding for the MPC-24, MPC-32, and MPC-68.

Tables ~~5.1.1 through 5.1.3 and~~ 5.1.11 through 5.1.13 provide the maximum dose rates adjacent to the HI-STORM overpack during normal conditions for each of the MPCs. Tables ~~5.1.4 through 5.1.6 and~~ 5.1.14 through 5.1.16 provide the maximum dose rates at one meter from the overpack. A detailed discussion of the normal, off-normal, and accident condition dose rates is provided in Sections 5.1.1 and 5.1.2.

Tables 5.1.7 and 5.1.8 provide dose rates for the 100-ton and 125-ton HI-TRAC transfer casks, respectively, with the MPC-24 loaded with design basis fuel in the normal condition, in which the MPC is dry and the HI-TRAC water jacket is filled with water. Table 5.4.2 shows the corresponding dose rates adjacent to and one meter away from the 100-ton HI-TRAC for the fully flooded MPC condition with an empty water-jacket (condition in which the HI-TRAC is removed from the spent fuel pool). Table 5.4.3 shows the dose rates adjacent to and one meter away from the 100-ton HI-TRAC for the fully flooded MPC condition with the water jacket filled with water (condition in which welding operations are performed). Dose locations 4 and 5, which are on the top and bottom of the HI-TRAC were not calculated at the one-meter distance for these configurations. For the conditions involving a fully flooded MPC, the internal water level was 10 inches below the MPC lid. These dose rates represent the various conditions of the HI-TRAC during operations. Comparing these results to Table 5.1.7 indicates that the dose rates in the upper and lower portions of the HI-TRAC are reduced by about 50% with the water in the MPC. The dose at the center of the HI-TRAC is reduced by approximately 50% when there is also water in the water jacket and is essentially unchanged when there is no water in the water jacket as compared to the normal condition results shown in Table 5.1.7.

The burnup and cooling time combination of ~~46~~*60*,000 MWD/MTU and 3 years was selected for the 100-ton MPC-24 HI-TRAC analysis because this combination of burnup and cooling time results in the highest dose rates, and therefore, bounds all other requested combinations in the 100-ton HI-TRAC. ~~For comparison, dose rates corresponding to a burnup of 75,000 MWD/MTU and 5 year cooling time for the MPC-24 are provided in Table 5.4.4.~~ The dose rate at 1 meter from the pool lid was not calculated because a concrete floor was placed 6 inches below the pool lid to account for potential ground scattering. These results *in Table 5.1.7* clearly indicate that *gammas are the dominant portion of the total dose rate. Therefore,* as the burnup and cooling time increases, the reduction in the gamma dose rate due to the increased cooling time results in a net decrease in the total dose rate.~~ This result is due to the fact that the dose rates surrounding the 100-ton HI-TRAC transfer cask are gamma dominated.~~

In contrast, the dose rates surrounding the HI-TRAC 125 and 125D transfer casks have significantly higher neutron component. Therefore, the dose rates at 75,000 MWD/MTU burnup and 5 year cooling are higher than the dose rates at ~~46~~*60*,000 MWD/MTU burnup and 3 year cooling. The dose rates for the 125-ton HI-TRACs with the MPC-24 at 75,000 MWD/MTU and 5 year cooling are listed in Table 5.1.8 of Section 5.1. ~~For comparison, dose rates corresponding to a burnup of 46,000 MWD/MTU and 3 year cooling time for the MPC-24 are provided in Table 5.4.5.~~

Table~~s~~ 5.4.9 ~~and 5.4.10~~ provide*s* dose rates adjacent to and one meter away from the 100-ton HI-TRAC with the MPC-68 at *a* burnup and cooling time combination~~s~~ of ~~39~~*50*,000 MWD/MTU and 3 years~~ and 70,000 MWD/MTU and 6 years, respectively~~. The dose rate at 1 meter from the pool lid was not calculated because a concrete floor was placed 6 inches below the pool lid to account for potential ground scattering. These results demonstrate that the dose rates on contact at the top and bottom of the 100-ton HI-TRAC are somewhat higher in the MPC-68 case than in the MPC-24 case. However, the MPC-24 produces higher dose rates than the MPC-68 at the center of the HI-TRAC, on-contact, and at locations 1 meter away from the HI-TRAC. Therefore, the MPC-24 is still used for the exposure calculations in Chapter 10 of the FSAR.

Table~~s~~ 5.4.11 ~~and 5.4.12~~ provide*s* dose rates adjacent to and one meter away from the 100-ton HI-TRAC with the MPC-32 at burnup and cooling time combination~~s~~ of ~~35~~*45*,000 MWD/MTU and 3 years~~ and 75,000 MWD/MTU and 8 years, respectively~~. The dose rate at 1 meter from the pool lid was not calculated because a concrete floor was placed 6 inches below the pool lid to account for potential ground scattering. These results demonstrate that the dose rates on contact at the top of the 100-ton HI-TRAC are somewhat higher in the MPC-32 case than in the MPC-24 case. However, the MPC-24 produces higher dose rates than the MPC-32 at the center of the HI-TRAC, on-contact, and at locations 1 meter away from the HI-TRAC. Therefore, the MPC-24 is still used for the exposure calculations in Chapter 10 of the FSAR.

As mentioned in Section 5.0, all MPCs offer a regionalized loading pattern as described in Section 2.1.9. This loading pattern authorizes fuel of higher decay heat than uniform loading (i.e. higher burnups and shorter cooling times) to be stored in *either* the center region, region 1, of the MPC *or*~~.~~ ~~T~~*t*he outer region, region 2~~, of the MPC in regionalized loading is authorized to store fuel of lower decay heat than uniform loading (i.e. lower burnups and longer cooling times)~~. From a shielding perspective, *placing* the older fuel on the outside provides shielding for the inner fuel in the radial direction. ~~Regionalized patterns were specifically analyzed in each MPC in the 100-ton HI-TRAC.~~ Based on analysis using the same burnup and cooling times in region 1 and 2 the following percentages were calculated for dose location 2 on the 100-ton HI-TRAC.

- Approximately 21%, 27%, and 8% of the neutron dose at the edge of the water jacket comes from region 1 fuel assemblies in the MPC-32, MPC-68, and MPC-24 respectively. Region 1 contains 12 (38% of total), 32 (47% of total), and 4 (17% of total) assemblies in the MPC-32, MPC-68, and MPC-24 respectively.

- Approximately 1%, 2%, and 0.2% of the photon dose at the edge of the water jacket comes from region 1 fuel assemblies in the MPC-32, MPC-68, and MPC-24 respectively.

These results clearly indicate that the outer fuel assemblies shield almost all of the gamma source from the inner assemblies in the radial direction and a significant percentage of the neutron source. The conclusion from this analysis is that the total dose rate on the external radial surfaces of the cask can be greatly reduced by placing longer cooled and lower burnup fuels on the outside of the basket. In the axial direction, regionalized loading *with higher burnup fuel on the inside* results in higher dose rates in the center portion of the cask since the region 2 assemblies are not shielding the region 1 assemblies for axial dose locations.

~~Bounding b~~*B*urnup and cooling time combinations ~~for~~ *which bound both* regionalized loading *and uniform loading patterns* were analyzed~~ and compared to the dose rates from uniform loading patterns. It was concluded that, in general, the radial dose rates from regionalized loading are bounded by the radial dose rates from uniform loading patterns~~. Therefore, dose rates for specific regionalized loading patterns are not presented in this chapter. ~~In the axial direction, the reverse may be true since the inner fuel assemblies in a regionalized loading pattern have a higher burnup than the assemblies in the uniform loading patterns. However, as depicted in the graphical data in Section 5.1.1, the dose rate along the pool or transfer lids decrease substantially moving radially outward from the center of the lid. Therefore, this increase in the dose rate in the center of the lids due to regionalized loading does not significantly impact the occupational exposure.~~ Section 5.4.9 provides *a brief* additional discussion on regionalized loading~~ dose rates compared to uniform loading dose rates~~.

Unless otherwise stated all tables containing dose rates for design basis fuel refer to design basis intact zircaloy clad fuel.

Since MCNP is a statistical code, there is an uncertainty associated with the calculated values. In MCNP the uncertainty is expressed as the relative error which is defined as the standard deviation of the mean divided by the mean. Therefore, the standard deviation is represented as a percentage of the mean. The relative error for the total dose rates presented in this chapter were typically less than 5% and the relative error for the individual dose components was typically less than 10%.

5.4.1 Streaming Through Radial Steel Fins and Pocket Trunnions and Azimuthal Variations

The HI-STORM 100 overpack and the HI-TRAC utilize radial steel fins for structural support and cooling. The attenuation of neutrons through steel is substantially less than the attenuation of neutrons through concrete and water. Therefore, it is possible to have neutron streaming through the fins that could result in a localized dose peak. The reverse is true for photons, which would result in a localized reduction in the photon dose. In addition to the fins, the pocket trunnions in the HI-TRAC 100 and 125 are essentially blocks of steel that are approximately 12 inches wide

and 12 inches high. The effect of the pocket trunnion on neutron streaming and photon transmission will be more substantial than the effect of a single fin.

Analysis of the pocket trunnions in the HI-TRAC 100 and 125 and the steel fins in the HI-TRAC 100, 125, and 125D indicate that neutron streaming is noticeable at the surface of the transfer cask. The neutron dose rate on the surface of the pocket trunnion is approximately 5 times higher than the circumferential average dose rate at that location. The gamma dose rate is approximately 10 times lower than the circumferential average dose rate at that location. The streaming at the rib location is the largest in the HI-TRAC 125D because the ribs are thicker than in the HI-TRAC 100 or 125. The neutron dose rate on the surface of the rib in the 125D is approximately 3 times higher than the circumferential average dose rate at that location. The gamma dose rate on the surface of the rib in the 125D is approximately 3 times lower than the circumferential average dose rate at that location. At one meter from the cask surface there is little difference between the dose rates calculated over the fins and the pocket trunnions compared to the other areas of the water jackets.

These conclusions indicate that localized neutron streaming is noticeable on the surface of the transfer casks. However, at one meter from the surface the streaming has dissipated. Since most HI-TRAC operations will involve personnel moving around the transfer cask at some distance from the cask only surface average dose rates are reported in this chapter.

Below each lifting trunnion, there is a localized area where the water jacket has been reduced in height by 4.125 inches to accommodate the lift yoke (see Figures 5.3.12 and 5.3.13). This area experiences a significantly higher than average dose rate on contact of the HI-TRAC. The peak dose in this location is 2.~~6~~ *9* Rem/hr for the MPC-32, ~~1.9~~*2.0* Rem/hr for the MPC-68 and 2.4 Rem/hr for the MPC-24 in the 100-ton HI-TRAC and 1.7 Rem/hr for the MPC-24 in the HI-TRAC 125D. At a distance of 1 to 2 feet from the edge of the HI-TRAC the localized effect is greatly reduced. This dose rate is acceptable because during lifting operations the lift yoke will be in place, which, due to the additional lift yoke steel (~3 inches), will greatly reduce the dose rate. However, more importantly, people will be prohibited from being in the vicinity of the lifting trunnions during lifting operations as a standard rigging practice. In addition the lift yoke is remote in its attachment and detachment, further minimizing personnel exposure. Immediately following the detachment of the lift yoke, in preparation for closure operations, temporary shielding may be placed in this area. Any temporary shielding (e.g., lead bricks, water tanks, lead blankets, steel plates, etc.) is sufficient to attenuate the localized hot spot. The operating procedure in Chapter 8 discusses the placement of temporary shielding in this area. For the 100-ton HI-TRAC, the optional temporary shield ring will replace the water that was lost from the axial reduction in the water jacket thereby eliminating the localized hot spot. When the HI-TRAC is in the horizontal position, during transport operations, it will (at a minimum) be positioned a few feet off the ground by the transport vehicle and therefore this location below the lifting trunnions will be positioned above people which will minimize the effect on personnel exposure. In addition, good operating practice will dictate that personnel remain at least a few feet away from the transport vehicle. During vertical transport of a loaded HI-TRAC, the

localized hot spot will be even further from the operating personnel. Based on these considerations, the conclusion is that this localized hot spot does not significantly impact the personnel exposure.

5.4.2 Damaged Fuel Post-Accident Shielding Evaluation

5.4.2.1 Dresden 1 and Humboldt Bay Damaged Fuel

As discussed in Section 5.2.5.2, the analysis presented below, even though it is for damaged fuel, demonstrates the acceptability of storing intact Humboldt Bay 6x6 and intact Dresden 1 6x6 fuel assemblies.

For the damaged fuel and fuel debris accident condition, it is conservatively assumed that the damaged fuel cladding ruptures and all the fuel pellets fall and collect at the bottom of the damaged fuel container. The inner dimension of the damaged fuel container, specified in the Design Drawings of Chapter 1, and the design basis damaged fuel and fuel debris assembly dimensions in Table 5.2.2 are used to calculate the axial height of the rubble in the damaged fuel container assuming 50% compaction. Neglecting the fuel pellet to cladding inner diameter gap, the volume of cladding and fuel pellets available for deposit is calculated assuming the fuel rods are solid. Using the volume in conjunction with the damaged fuel container, the axial height of rubble is calculated to be 80 inches.

Dividing the total fuel gamma source for a 6x6 fuel assembly in Table 5.2.7 by the 80 inch rubble height provides a gamma source per inch of 3.41E+12 photon/s. Dividing the total neutron source for a 6x6 fuel assembly in Table 5.2.18 by 80 inches provides a neutron source per inch of 2.75E+05 neutron/s. These values are both bounded by the BWR design basis fuel gamma source per inch and neutron source per inch values of 1.08E+13 photon/s and 9.17E+05 neutron/s, respectively, for a burnup and cooling time of 40,000 MWD/MTU and 5 years. These BWR design basis values were calculated by dividing the total source strengths for 40,000 MWD/MTU and 5 year cooling by the active fuel length of 144 inches. Therefore, damaged Dresden 1 and Humboldt Bay fuel assemblies are bounded by the design basis intact BWR fuel assembly for accident conditions. No explicit analysis of the damaged fuel dose rates from Dresden 1 or Humboldt Bay fuel assemblies are provided as they are bounded by the intact fuel analysis.

5.4.2.2 Generic PWR and BWR Damaged Fuel

The Holtec Generic PWR and BWR DFCs are designed to accommodate any PWR or BWR fuel assembly that can physically fit inside the DFC. Damaged fuel assemblies under normal conditions, for the most part, resemble intact fuel assemblies from a shielding perspective. Under accident conditions, it can not be guaranteed that the damaged fuel assembly will remain intact. As a result, the damaged fuel assembly may begin to resemble fuel debris in its possible configuration after an accident.

Since damaged fuel is identical to intact fuel from a shielding perspective no specific analysis is required for damaged fuel under normal conditions. However, a generic shielding evaluation was performed to demonstrate that fuel debris under normal or accident conditions, or damaged fuel in a post-accident configuration, will not result in a significant increase in the dose rates around the 100-ton HI-TRAC. Only the 100-ton HI-TRAC was analyzed because it can be concluded that if the dose rate change is not significant for the 100-ton HI-TRAC then the change will not be significant for the 125-ton HI-TRACs or the HI-STORM overpacks.

Fuel debris or a damaged fuel assembly which has collapsed can have an average fuel density which is higher than the fuel density for an intact fuel assembly. If the damaged fuel assembly were to fully or partially collapse, the fuel density in one portion of the assembly would increase and the density in the other portion of the assembly would decrease. This scenario was analyzed with MCNP-4A in a conservative bounding fashion to determine the potential change in dose rate as a result of fuel debris or a damaged fuel assembly collapse. The analysis consisted of modeling the fuel assemblies in the damaged fuel locations in the MPC-24 (4 peripheral locations in the MPC-24E or MPC-24EF) and the MPC-68 (16 peripheral locations) with a fuel density that was twice the normal fuel density and correspondingly increasing the source rate for these locations by a factor of two. A flat axial power distribution was used which is approximately representative of the source distribution if the top half of an assembly collapsed into the bottom half of the assembly. Increasing the fuel density over the entire fuel length, rather than in the top half or bottom half of the fuel assembly, is conservative and provides the dose rate change in both the top and bottom portion of the cask.

Tables 5.4.13 and 5.4.14 provide the results for the MPC-24 and MPC-68, respectively. Only the radial dose rates are provided since the axial dose rates will not be significantly affected because the damaged fuel assemblies are located on the periphery of the baskets. A comparison of these results to the results in Tables 5.1.7 and 5.4.9 indicate that the dose rates in the top and bottom portion of the 100-ton HI-TRAC increase by less than ~~20~~*27*% while the dose rate in the center of the HI-TRAC actually decreases a little bit. The increase in the bottom and top is due to the assumed flat power distribution. The dose rates shown in Tables 5.4.13 and 5.4.14 were averaged over the circumference of the cask. Since almost all of the peripheral cells in the MPC-68 are filled with DFCs, an azimuthal variation would not be expected for the MPC-68. However, since there are only 4 DFCs in the MPC-24E, an azimuthal variation in dose due to the damaged fuel/fuel debris might be expected. Therefore, the dose rates were evaluated in four smaller regions, one outside each DFC, that encompass about 44% of the circumference. There was no significant change in the dose rate as a result of the localized dose calculation. These results indicate that the potential effect on the dose rate is not very significant for the storage of damaged fuel and/or fuel debris. This conclusion is further reinforced by the fact that the majority of the significantly damaged fuel assemblies in the spent fuel inventories are older assemblies from the earlier days of nuclear plant operations. Therefore, these assemblies will have a considerably lower burnup and longer cooling times than the assemblies analyzed in this chapter.

The MPC-32 was not explicitly analyzed for damaged fuel or fuel debris in this chapter. However, based on the analysis described above for the MPC-24 and the MPC-68, it can be concluded that the shielding performance of the MPC-32 will not be significantly affected by the storage of damaged fuel.

5.4.3 Site Boundary Evaluation

NUREG-1536 [5.2.1] states that detailed calculations need not be presented since SAR Chapter 12 assigns ultimate compliance responsibilities to the site licensee. Therefore, this subsection describes, by example, the general methodology for performing site boundary dose calculations. The site-specific fuel characteristics, burnup, cooling time, and the site characteristics would be factored into the evaluation performed by the licensee.

As an example of the methodology, the dose from a single HI-STORM overpack loaded with an MPC-24 and various arrays of loaded HI-STORMs at distances equal to and greater than 100 meters were evaluated with MCNP. In the model, the casks were placed on an infinite slab of dirt to account for earth-shine effects. The atmosphere was represented by dry air at a uniform density corresponding to 20 degrees C. The height of air modeled was 700 meters. This is more than sufficient to properly account for skyshine effects. The models included either 500 or 1050 meters of air around the cask. Based on the behavior of the dose rate as a function of distance, 50 meters of air, beyond the detector locations, is sufficient to account for back-scattering. Therefore, the HI-STORM MCNP off-site dose models account for back scattering by including more than 50 meters of air beyond the detector locations for all cited dose rates. Since gamma back-scattering has an effect on the off-site dose, it is recommended that the site-specific evaluation under 10CFR72.212 include at least 50 to 100 meters of air, beyond the detector locations, in the calculational models.

The MCNP calculations of the off-site dose used a two-stage process. In the first stage a binary surface source file (MCNP terminology) containing particle track information was written for particles crossing the outer radial and top surfaces of the HI-STORM overpack. In the second stage of the calculation, this surface source file was used with the particle tracks originating on the outer edge of the overpack and the dose rate was calculated at the desired location (hundreds of meters away from the overpack). The results from this two-stage process are statistically the same as the results from a single calculation. However, the advantage of the two-stage process is that each stage can be optimized independently.

The annual dose, assuming 100% occupancy (8760 hours), at ~~300~~ *350* meters from a single HI-STORM 100S Version B cask is presented in Table 5.4.6 for the design basis burnup and cooling time analyzed. This table indicates that the dose due to neutrons is 2.~~5~~ *8* % of the total dose. This is an important observation because it implies that simplistic analytical methods such as point kernel techniques may not properly account for the neutron transmissions and could lead to low estimates of the site boundary dose.

The annual dose, assuming 8760 hour occupancy, at distance from an array of casks was calculated in three steps.

1. The annual dose from the radiation leaving the side of the HI-STORM 100S Version B overpack was calculated at the distance desired. Dose value = A.

2. The annual dose from the radiation leaving the top of the HI-STORM 100S Version B overpack was calculated at the distance desired. Dose value = B.

3. The annual dose from the radiation leaving the side of a HI-STORM 100S Version B overpack, when it is behind another cask, was calculated at the distance desired. The casks have an assumed 15-foot pitch. Dose value = C.

The doses calculated in the steps above are listed in Table 5.4.7 for the bounding burnup and cooling time of ~~47,500~~*60,000* MWD/MTU and 3-year cooling. Using these values, the annual dose (at the center of the long side) from an arbitrary 2 by Z array of HI-STORM 100S Version B overpacks can easily be calculated. The following formula describes the method.

Z = number of casks along long side

Dose = ZA + 2ZB + ZC

As an example, the dose from a 2x3 array at ~~400~~ *450* meters is presented.

1. The annual dose from the side of a single cask: Dose A = ~~4.71~~*6.81*
2. The annual dose from the top of a single cask: Dose B = 1.~~86E~~*78E*-2
3. The annual dose from the side of a cask positioned behind another cask:
   Dose C = 0.~~94~~*1.36*

Using the formula shown above (Z=3), the total dose at ~~400~~ *450* meters from a 2x3 array of HI-STORM overpacks is ~~17.06~~*24.62* mrem/year, assuming a 8760 hour occupancy.

An important point to notice here is that the dose from the side of the back row of casks is approximately 16 % of the total dose. This is a significant contribution and one that would probably not be accounted for properly by simpler methods of analysis.

The results for various typical arrays of HI-STORM overpacks can be found in Section 5.1. While the off-site dose analyses were performed for typical arrays of casks containing design basis fuel, compliance with the requirements of 10CFR72.104(a) can only be demonstrated on a site-specific basis. Therefore, a site-specific evaluation of dose at the controlled area boundary must be performed for each ISFSI in accordance with 10CFR72.212. The site-specific evaluation will consider the site-specific characteristics (such as exposure duration and the number of casks

deployed), dose from other portions of the facility and the specifics of the fuel being stored (burnup and cooling time).

5.4.4 Stainless Steel Clad Fuel Evaluation

Table 5.4.8 presents the dose rates at the center of the HI-STORM 100 overpack, adjacent and at one meter distance, from the stainless steel clad fuel. These dose rates, when compared to Tables 5.1.1 through 5.1.6, are similar to the dose rates from the design basis zircaloy clad fuel, indicating that these fuel assemblies are acceptable for storage.

As described in Section 5.2.3, it would be incorrect to compare the total source strength from the stainless steel clad fuel assemblies to the source strength from the design basis zircaloy clad fuel assemblies since these assemblies do not have the same active fuel length and since there is a significant gamma source from Cobalt-60 activation in the stainless steel. Therefore it is necessary to calculate the dose rates from the stainless steel clad fuel and compare them to the dose rates from the zircaloy clad fuel. In calculating the dose rates, the source term for the stainless steel fuel was calculated with an artificial active fuel length of 144 inches to permit a simple comparison of dose rates from stainless steel clad fuel and zircaloy clad fuel at the center of the HI-STORM 100 overpack. Since the true active fuel length is shorter than 144 inches and since the end fitting masses of the stainless steel clad fuel are assumed to be identical to the end fitting masses of the zircaloy clad fuel, the dose rates at the other locations on the overpack are bounded by the dose rates from the design basis zircaloy clad fuel, and therefore, no additional dose rates are presented.

5.4.5 Mixed Oxide Fuel Evaluation

The source terms calculated for the Dresden 1 GE 6x6 MOX fuel assemblies can be compared to the source terms for the BWR design basis zircaloy clad fuel assembly (GE 7x7) which demonstrates that the MOX fuel source terms are bounded by the design basis source terms and no additional shielding analysis is needed.

Since the active fuel length of the MOX fuel assemblies is shorter than the active fuel length of the design basis fuel, the source terms must be compared on a per inch basis. Dividing the total fuel gamma source for the MOX fuel in Table 5.2.22 by the 110 inch active fuel height provides a gamma source per inch of 2.36E+12 photons/s. Dividing the total neutron source for the MOX fuel assemblies in Table 5.2.23 by 110 inches provides a neutron source strength per inch of 3.06E+5 neutrons/s. These values are both bounded by the BWR design basis fuel gamma source per inch and neutron source per inch values of 1.08E+13 photons/s and 9.17E+5 neutrons/s for 40,000 MWD/MTU and 5 year cooling. These BWR design basis values were calculated by dividing the total source strengths for 40,000 MWD/MTU and 5 year cooling by the active fuel length of 144 inches. This comparison shows that the MOX fuel source terms are bound by the design basis source terms. Therefore, no explicit analysis of dose rates is provided for MOX fuel.

Since the MOX fuel assemblies are Dresden Unit 1 6x6 assemblies, they can also be considered as damaged fuel. Using the same methodology as described in Section 5.4.2.1, the source term for the MOX fuel is calculated on a per inch basis assuming a post accident rubble height of 80 inches. The resulting gamma and neutron source strengths are 3.25E+12 photons/s and 4.21E+5 neutrons/s. These values are also bounded by the design basis fuel gamma source per inch and neutron source per inch. Therefore, no explicit analysis of dose rates is provided for MOX fuel in a post accident configuration.

5.4.6 Non-Fuel Hardware

As discussed in Section 5.2.4, non-fuel hardware in the form of BPRAs, TPDs, CRAs, and APSRs are permitted for storage, integral with a PWR fuel assembly, in the HI-STORM 100 System. Since each device occupies the same location within an assembly, only one device will be present in a given assembly. BPRAs~~, and~~ TPDs, *and CRAs* are authorized for unrestricted storage in an MPC while the ~~CRAs and~~ APSRs are restricted to the center four locations in the MPC-24, MPC-24E, MPC-24EF and *the center twelve locations in the* MPC-32. The calculation of the source term and a description of the bounding fuel devices was provided in Section 5.2.4. The dose rate due to BPRAs and TPDs being stored in a fuel assembly was explicitly calculated. Table 5.4.15 provides the dose rates at various locations on the surface and one meter from the 100-ton HI-TRAC due to the BPRAs and TPDs for the MPC-24 and MPC-32. These results were added to the totals in the other table to provide the total dose rate with BPRAs. Table 5.4.15 indicates that the dose rates from BPRAs bound the dose rates from TPDs.

As discussed in Section 5.2.4, two different configurations were analyzed for CRAs and three different configurations were analyzed for APSRs. The dose rate due to CRAs and APSRs ~~being stored in the inner four fuel locations~~ was explicitly calculated for dose locations around the 100-ton HI-TRAC. Tables 5.4.16 and 5.4.17 provide the results for the different configurations of CRAs and APSRs, respectively, in the MPC-24 and MPC-32. These results indicate the dose rate on the radial surfaces of the overpack due to the storage of these devices is ~~minimal~~ *less than the dose rate from BPRAs* and the dose rate out the top of the overpack is essentially 0. The latter is due to the fact that CRAs and APSRs do not achieve significant activation in the upper portion of the devices due to the manner in which they are utilized during normal reactor operations. In contrast, the dose rate out the bottom of the overpack is substantial due to these devices. However, *these dose rates occur in an area (below the pool lid and transfer doors) which is not normally occupied.* ~~as noted in Tables 5.4.16 and 5.4.17, the dose rate at the edge of the transfer lid is almost negligible due to APSRs and CRAs.~~ Therefore, even though the dose rates calculated (using a very conservative source term evaluation) are ~~daunting~~*very high*, they do not pose a risk from an operations perspective because they are localized in nature. Section 5.1.1 provides additional discussion on the acceptability of the relatively high localized doses on the bottom of the HI-TRACs.

5.4.7 Dresden Unit 1 Antimony-Beryllium Neutron Sources

Dresden Unit 1 has antimony-beryllium neutron sources which are placed in the water rod location of their fuel assemblies. These sources are steel rods which contain a cylindrical antimony-beryllium source which is 77.25 inches in length. The steel rod is approximately 95 inches in length. Information obtained from Dresden Unit 1 characterizes these sources in the following manner: "About one-quarter pound of beryllium will be employed as a special neutron source material. The beryllium produces neutrons upon gamma irradiation. The gamma rays for the source at initial start-up will be provided by neutron-activated antimony (about 865 curies). The source strength is approximately 1E+8 neutrons/second."

As stated above, beryllium produces neutrons through gamma irradiation and in this particular case antimony is used as the gamma source. The threshold gamma energy for producing neutrons from beryllium is 1.666 MeV. The outgoing neutron energy increases as the incident gamma energy increases. Sb-124, which decays by Beta decay with a half life of 60.2 days, produces a gamma of energy 1.69 MeV which is just energetic enough to produce a neutron from beryllium. Approximately 54% of the Beta decays for Sb-124 produce gammas with energies greater than or equal to 1.69 MeV. Therefore, the neutron production rate in the neutron source can be specified as 5.8E-6 neutrons per gamma (1E+8/865/3.7E+10/0.54) with energy greater than 1.666 MeV or 1.16E+5 neutrons/curie (1E+8/865) of Sb-124.

With the short half life of 60.2 days all of the initial Sb-124 is decayed and any Sb-124 that was produced while the neutron source was in the reactor is also decayed since these neutron sources are assumed to have the same minimum cooling time as the Dresden 1 fuel assemblies (array classes 6x6A, 6x6B, 6x6C, and 8x8A) of 18 years. Therefore, there are only two possible gamma sources which can produce neutrons from this antimony-beryllium source. The first is the gammas from the decay of fission products in the fuel assemblies in the MPC. The second gamma source is from Sb-124 which is being produced in the MPC from neutron activation from neutrons from the decay of fission products.

MCNP calculations were performed to determine the gamma source as a result of decay gammas from fuel assemblies and Sb-124 activation. The calculations explicitly modeled the 6x6 fuel assembly described in Table 5.2.2. A single fuel rod was removed and replaced by a guide tube. In order to determine the amount of Sb-124 that is being activated from neutrons in the MPC it was necessary to estimate the amount of antimony in the neutron source. The O.D. of the source was assumed to be the I.D. of the steel rod encasing the source (0.345 in.). The length of the source is 77.25 inches. The beryllium is assumed to be annular in shape encompassing the antimony. Using the assumed O.D. of the beryllium and the mass and length, the I.D. of the beryllium was calculated to be 0.24 inches. The antimony is assumed to be a solid cylinder with an O.D. equal to the I.D. of the beryllium. These assumptions are conservative since the antimony and beryllium are probably encased in another material which would reduce the mass of antimony. A larger mass of antimony is conservative since the calculated activity of Sb-124 is directly proportional to the initial mass of antimony.

The number of gammas from fuel assemblies with energies greater than 1.666 MeV entering the 77.25 inch long neutron source was calculated to be 1.04E+8 gammas/sec which would produce a neutron source of 603.2 neutrons/sec (1.04E+8 * 5.8E-6). The steady state amount of Sb-124 activated in the antimony was calculated to be 39.9 curies. This activity level would produce a neutron source of 4.63E+6 neutrons/sec (39.9 * 1.16E+5) or 6.0E+4 neutrons/sec/inch (4.63E+6/77.25). These calculations conservatively neglect the reduction in antimony and beryllium which would have occurred while the neutron sources were in the core and being irradiated at full reactor power.

Since this is a localized source (77.25 inches in length) it is appropriate to compare the neutron source per inch from the design basis Dresden Unit 1 fuel assembly, 6x6, containing an Sb-Be neutron source to the design basis fuel neutron source per inch. This comparison, presented in Table 5.4.18, demonstrates that a Dresden Unit 1 fuel assembly containing an Sb-Be neutron source is bounded by the design basis fuel.

As stated above, the Sb-Be source is encased in a steel rod. Therefore, the gamma source from the activation of the steel was considered assuming a burnup of 120,000 MWD/MTU which is the maximum burnup assuming the Sb-Be source was in the reactor for the entire 18 year life of Dresden Unit 1. The cooling time assumed was 18 years which is the minimum cooling time for Dresden Unit 1 fuel. The source from the steel was bounded by the design basis fuel assembly. In conclusion, storage of a Dresden Unit 1 Sb-Be neutron source in a Dresden Unit 1 fuel assembly is acceptable and bounded by the current analysis.

5.4.8 Thoria Rod Canister

Based on a comparison of the gamma spectra from Tables 5.2.37 and 5.2.7 for the thoria rod canister and design basis 6x6 fuel assembly, respectively, it is difficult to determine if the thoria rods will be bounded by the 6x6 fuel assemblies. However, it is obvious that the neutron spectra from the 6x6, Table 5.2.18, bounds the thoria rod neutron spectra, Table 5.2.38, with a significant margin. In order to demonstrate that the gamma spectrum from the single thoria rod canister is bounded by the gamma spectrum from the design basis 6x6 fuel assembly, the gamma dose rate on the outer radial surface of the 100-ton HI-TRAC and the HI-STORM overpack was estimated conservatively assuming an MPC full of thoria rod canisters. This gamma dose rate was compared to an estimate of the dose rate from an MPC full of design basis 6x6 fuel assemblies. The gamma dose rate from the 6x6 fuel was higher for the 100-ton HI-TRAC and only 15% lower for the HI-STORM overpack than the dose rate from an MPC full of thoria rod canisters. This in conjunction with the significant margin in neutron spectrum and the fact that there is only one thoria rod canister clearly demonstrates that the thoria rod canister is acceptable for storage in the MPC-68 or the MPC-68F.

5.4.9 Regionalized Loading Dose Rate Evaluation

Section 2.1.9 describes the regionalized loading scheme available in the HI-STORM 100 system. Depending on the choice of X (the ratio of inner region assembly heat load to outer region assembly heat load), higher heat load fuel (higher burnup and shorter cooling time) may be placed in either region 1 or region 2. If X is greater than 1, the higher heat load fuel is placed in region 1 and shielded by lower heat load fuel in region 2. This configuration produces the lowest dose rates since the older colder fuel is being used as shielding for the younger hotter fuel. If X is less than 1, then the younger hotter fuel is placed on the periphery of the basket and the older colder fuel is placed on the interior of the basket. This configuration will result in higher radial dose rates than for configurations with X greater than or equal to 1. In order to perform a bounding shielding analysis, the burnup and cooling time combinations listed in Section 5.1 were chosen to bound all values of X. All fuel assemblies in an MPC were assumed to have the same burnup and cooling time in the shielding analysis. This approach results in dose rates calculated in this chapter that bound all allowable regionalized and uniform loading burnup and cooling time combinations.

~~Regionalized loading patterns for the MPC-24, MPC-32, and MPC-68 are considered in this section.. Burnup and cooling time combinations bounding the 14x14A and 9x9G array classes were used in the analysis since for uniform loading these array classes have the highest permissible burnup for a given cooling time. Section 2.1.9 describes the calculation of the allowable burnup and cooling times for regionalized loading. Rather than explicitly analyzing regionalized loading patterns, uniform loading burnup and cooling time combinations which bound the regionalized values were analyzed in this section. The dose rates from these bounding uniform patters were compared to the uniform dose rates reported in this chapter.~~

~~It was determined that for the MPC-32, all radial 1 meter dose rates for regionalized loading were bounded by the uniform loading dose rates reported in this chapter. The maximum calculated dose rates in the axial locations for regionalized loading were less than 10% higher than the uniform dose rates reported in this chapter at 1 meter from the overpack.~~

~~For the MPC-24 and MPC-68 it was determined that all 1 meter dose rates for regionalized loading were bounded by the uniform loading dose rates reported in this chapter.~~

~~Based on these results it can be stated that regionalized loading patterns will reduce the dose rate in the radial direction by shielding the hotter fuel on the inside of the cask with colder fuel on the outside of the cask. However, in the axial direction the localized dose rates in the center of the cask may increase as a result of the regionalized loading pattern. This is a localized effect, which has dissipated at the edge of the cask, and therefore will not result in a significant increase to the occupational exposure rates. In addition, it should be mentioned that the localized increase on the bottom center of the overpack is an area where workers will normally not be present and the increase in the top center of the overpack is an area where workers minimize their stay.~~

Table 5.4.1

FLUX-TO-DOSE CONVERSION FACTORS
(FROM [5.4.1])

Gamma Energy (MeV)	**(rem/hr)/ (photon/cm^2-s)**
0.01	3.96E-06
0.03	5.82E-07
0.05	2.90E-07
0.07	2.58E-07
0.1	2.83E-07
0.15	3.79E-07
0.2	5.01E-07
0.25	6.31E-07
0.3	7.59E-07
0.35	8.78E-07
0.4	9.85E-07
0.45	1.08E-06
0.5	1.17E-06
0.55	1.27E-06
0.6	1.36E-06
0.65	1.44E-06
0.7	1.52E-06
0.8	1.68E-06
1.0	1.98E-06
1.4	2.51E-06
1.8	2.99E-06
2.2	3.42E-06

Table 5.4.1 (continued)

FLUX-TO-DOSE CONVERSION FACTORS
(FROM [5.4.1])

Gamma Energy (MeV)	**(rem/hr)/ (photon/cm^2-s)**
2.6	3.82E-06
2.8	4.01E-06
3.25	4.41E-06
3.75	4.83E-06
4.25	5.23E-06
4.75	5.60E-06
5.0	5.80E-06
5.25	6.01E-06
5.75	6.37E-06
6.25	6.74E-06
6.75	7.11E-06
7.5	7.66E-06
9.0	8.77E-06
11.0	1.03E-05
13.0	1.18E-05
15.0	1.33E-05

Table 5.4.1 (continued)

FLUX-TO-DOSE CONVERSION FACTORS
(FROM [5.4.1])

Neutron Energy (MeV)	**Quality Factor**	**(rem/hr)†/(n/cm^2-s)**
2.5E-8	2.0	3.67E-6
1.0E-7	2.0	3.67E-6
1.0E-6	2.0	4.46E-6
1.0E-5	2.0	4.54E-6
1.0E-4	2.0	4.18E-6
1.0E-3	2.0	3.76E-6
1.0E-2	2.5	3.56E-6
0.1	7.5	2.17E-5
0.5	11.0	9.26E-5
1.0	11.0	1.32E-4
2.5	9.0	1.25E-4
5.0	8.0	1.56E-4
7.0	7.0	1.47E-4
10.0	6.5	1.47E-4
14.0	7.5	2.08E-4
20.0	8.0	2.27E-4

† Includes the Quality Factor.

Table 5.4.2

DOSE RATES FOR THE 100-TON HI-TRAC FOR THE FULLY FLOODED MPC CONDITION WITH AN EMPTY NEUTRON SHIELD
MPC-24 DESIGN BASIS ZIRCALOY CLAD FUEL AT
~~46~~*60*,000 MWD/MTU AND 3-YEAR COOLING

Dose Point† Location	**Fuel Gammas†† (mrem/hr)**	**^{60}Co Gammas (mrem/hr)**	**Neutrons (mrem/hr)**	**Totals (mrem/hr)**	**Totals with BPRAs (mrem/hr)**
ADJACENT TO THE 100-TON HI-TRAC					
1	*44.75*	*370.31*	*55.57*	*470.63*	*473.46*
2	*2649.74*	*0.79*	*810.25*	*3460.78*	*3664.65*
3	*9.98*	*484.21*	*11.35*	*505.54*	*637.13*
4	*39.13*	*367.92*	*2.10*	*409.15*	*511.41*
5 (pool lid)	*126.99*	*2071.23*	*5.62*	*2203.84*†††	*2214.03*
ONE METER FROM THE 100-TON HI-TRAC					
1	*351.97*	*74.73*	*115.53*	*542.22*	*568.65*
2	*1171.07*	*7.08*	*265.57*	*1443.73*	*1533.97*
3	*140.14*	*117.78*	*47.64*	*305.55*	*349.87*

Note: MPC internal water level is 10 inches below the MPC lid.

† Refer to Figures 5.1.2 and 5.1.4.

†† Gammas generated by neutron capture are included with fuel gammas.

††† Cited dose rates correspond to the cask center. Figures 5.1.6, 5.1.7, and 5.1.11 illustrate the substantial reduction in dose rates moving radially outward from the axial center of the HI-TRAC.

Table 5.4.3

DOSE RATES FOR THE 100-TON HI-TRAC FOR THE FULLY FLOODED MPC CONDITION WITH A FULL NEUTRON SHIELD
MPC-24 DESIGN BASIS ZIRCALOY CLAD FUEL AT
~~46~~*60*,000 MWD/MTU AND 3-YEAR COOLING

Dose Point† Location	**Fuel Gammas†† (mrem/hr)**	**^{60}Co Gammas (mrem/hr)**	**Neutrons (mrem/hr)**	**Totals (mrem/hr)**	**Totals with BPRAs (mrem/hr)**
ADJACENT TO THE 100-TON HI-TRAC					
1	*34.56*	*318.37*	*6.08*	*359.01*	*361.11*
2	*1565.21*	*0.50*	*53.06*	*1618.77*	*1734.33*
3	*6.38*	*483.03*	*1.07*	*490.48*	*621.41*
4	*39.09*	*367.91*	*1.93*	*408.92*	*511.18*
5 (pool lid)	*126.63*	*2071.47*	*5.41*	*2203.51*†††	*2213.68*
ONE METER FROM THE 100-TON HI-TRAC					
1	*202.31*	*49.47*	*7.09*	*258.86*	*273.65*
2	*681.82*	*3.93*	*19.97*	*705.72*	*756.28*
3	*80.54*	*81.26*	*2.41*	*164.21*	*193.09*

Note: MPC internal water level is 10 inches below the MPC lid.

† Refer to Figures 5.1.2 and 5.1.4.

†† Gammas generated by neutron capture are included with fuel gammas.

††† Cited dose rates correspond to the cask center. Figures 5.1.6, 5.1.7, and 5.1.11 illustrate the substantial reduction in dose rates moving radially outward from the axial center of the HI-TRAC.

Table 5.4.4

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~~DOSE RATES FROM THE 100-TON HI-TRAC FOR NORMAL CONDITIONS~~
~~MPC-24 DESIGN BASIS ZIRCALOY CLAD FUEL AT~~
~~75,000 MWD/MTU AND 5-YEAR COOLING~~

~~Dose Point Location~~	~~Fuel Gammas (mrem/hr)~~	~~(n,γ) Gammas (mrem/hr)~~	~~^{60}Co Gammas (mrem/hr)~~	~~Neutrons (mrem/hr)~~	~~Totals (mrem/hr)~~	~~Totals with BPRAs (mrem/hr)~~
~~ADJACENT TO THE 100-TON HI-TRAC~~						
~~1~~	~~61.51~~	~~59.98~~	~~841.88~~	~~848.87~~	~~1812.25~~	~~1820.79~~
~~2~~	~~1720.78~~	~~244.11~~	~~0.84~~	~~450.27~~	~~2416.00~~	~~2663.24~~
~~3~~	~~16.84~~	~~11.76~~	~~464.19~~	~~710.32~~	~~1203.11~~	~~1351.64~~
~~3 (temp)~~	~~7.62~~	~~20.93~~	~~215.15~~	~~11.42~~	~~255.11~~	~~323.26~~
~~4~~	~~41.62~~	~~4.64~~	~~373.59~~	~~874.50~~	~~1294.35~~	~~1418.85~~
~~4 (outer)~~	~~11.60~~	~~2.95~~	~~93.02~~	~~590.24~~	~~697.81~~	~~729.14~~
~~5 (pool lid)~~	~~298.84~~	~~85.64~~	~~4241.72~~	~~5701.99~~	~~10328.19~~	~~10392.96~~
~~5 (transfer)~~	~~732.62~~	~~4.69~~	~~6320.81~~	~~3264.99~~	~~10323.11~~	~~10419.95~~
~~5(t-outer)~~	~~178.17~~	~~1.60~~	~~611.80~~	~~1290.11~~	~~2081.69~~	~~2103.16~~
~~ONE METER FROM THE 100-TON HI-TRAC~~						
~~1~~	~~226.79~~	~~32.24~~	~~125.15~~	~~137.98~~	~~522.16~~	~~554.64~~
~~2~~	~~754.47~~	~~74.62~~	~~9.90~~	~~168.82~~	~~1007.81~~	~~1117.29~~
~~3~~	~~94.60~~	~~17.96~~	~~103.96~~	~~66.26~~	~~282.78~~	~~332.22~~
~~3 (temp)~~	~~94.09~~	~~19.29~~	~~88.55~~	~~25.04~~	~~226.97~~	~~271.54~~
~~4~~	~~14.19~~	~~0.81~~	~~115.34~~	~~217.83~~	~~348.17~~	~~386.74~~
~~5 (transfer)~~	~~315.47~~	~~0.86~~	~~2582.07~~	~~911.26~~	~~3809.66~~	~~3848.79~~
~~5(t-outer)~~	~~42.95~~	~~2.78~~	~~232.74~~	~~261.61~~	~~540.08~~	~~543.98~~

~~Notes:~~

- ~~Refer to Figures 5.1.2 and 5.1.4 for dose locations.~~
- ~~Dose location 3(temp) represents dose location 3 with temporary shielding installed.~~
- ~~Dose location 4(outer) is the radial segment at dose location 4 which is 18-30 inches from the center of the overpack.~~
- ~~Dose location 5(t-outer) is the radial segment at dose location 5 (transfer lid) which is 30-42 and 54-66 inches from the center of the lid for the adjacent and one meter locations, respectively. The inner radius of the HI-TRAC is 34.375 in. and the outer radius of the water jacket is 44.375 in.~~
- ~~Dose rate based on no water within the MPC. For the majority of the duration that the HI-TRAC pool lid is installed, the MPC cavity will be flooded with water. The water within the MPC greatly reduces the dose rate.~~

Table 5.4.5

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~~DOSE RATES FROM THE 125-TON HI-TRAC FOR NORMAL CONDITIONS~~
~~MPC-24 DESIGN BASIS ZIRCALOY CLAD FUEL AT~~
~~46,000 MWD/MTU AND 3-YEAR COOLING~~

~~Dose Point Location~~	~~Fuel Gammas (mrem/hr)~~	~~(n,γ) Gammas (mrem/hr)~~	~~^{60}Co Gammas (mrem/hr)~~	~~Neutrons (mrem/hr)~~	~~Totals (mrem/hr)~~	~~Totals with BPRAs (mrem/hr)~~
~~ADJACENT TO THE 125-TON HI-TRAC~~						
~~1~~	~~12.43~~	~~17.84~~	~~101.50~~	~~119.96~~	~~251.73~~	~~252.44~~
~~2~~	~~211.88~~	~~52.83~~	~~0.01~~	~~83.09~~	~~347.81~~	~~363.68~~
~~3~~	~~2.66~~	~~1.89~~	~~62.80~~	~~191.39~~	~~258.73~~	~~278.44~~
~~4~~	~~71.16~~	~~2.42~~	~~343.61~~	~~221.50~~	~~638.70~~	~~754.12~~
~~4 (outer)~~	~~9.28~~	~~1.73~~	~~42.67~~	~~4.65~~	~~58.33~~	~~72.52~~
~~5 (pool)~~	~~108.22~~	~~0.90~~	~~529.32~~	~~766.89~~	~~1405.34~~	~~1413.04~~
~~5 (transfer)~~	~~112.43~~	~~1.38~~	~~606.59~~	~~127.01~~	~~847.40~~	~~852.89~~
~~ONE METER FROM THE 125-TON HI-TRAC~~						
~~1~~	~~28.53~~	~~7.12~~	~~13.01~~	~~19.74~~	~~68.40~~	~~70.43~~
~~2~~	~~95.52~~	~~17.13~~	~~0.53~~	~~28.34~~	~~141.51~~	~~148.58~~
~~3~~	~~10.94~~	~~4.02~~	~~12.69~~	~~17.61~~	~~45.26~~	~~50.18~~
~~4~~	~~20.01~~	~~0.58~~	~~82.73~~	~~22.81~~	~~126.13~~	~~153.78~~
~~5 (transfer)~~	~~41.40~~	~~0.27~~	~~293.26~~	~~22.00~~	~~356.92~~	~~359.85~~

~~Notes:~~
- ~~Refer to Figures 5.1.2 and 5.1.4 for dose locations.~~
- ~~Dose location 4(outer) is the radial segment at dose location 4 which is 18-24 inches from the center of the overpack.~~
- ~~Dose rate based on no water within the MPC. For the majority of the duration that the HI-TRAC pool lid is installed, the MPC cavity will be flooded with water. The water within the MPC greatly reduces the dose rate.~~

Table 5.4.6

ANNUAL DOSE AT ~~300~~ *350* METERS FROM A SINGLE
HI-STORM 100S VERSION B OVERPACK WITH AN MPC-24 WITH DESIGN BASIS
ZIRCALOY CLAD FUEL†

Dose Component	**~~47,500~~*60,000* MWD/MTU 3-Year Cooling (mrem/yr)**
Fuel gammas††	*17.54*
^{60}Co Gammas	*1.18*
Neutrons	*0.54*
Total	*19.26*

† 8760 hour annual occupancy is assumed.

†† Gammas generated by neutron capture are included with fuel gammas.

Table 5.4.7

DOSE VALUES USED IN CALCULATING ANNUAL DOSE FROM VARIOUS HI-STORM 100S VERSION B ISFSI CONFIGURATIONS ~~47,500~~*60,000* MWD/MTU AND 3-YEAR COOLING ZIRCALOY CLAD FUEL†

Distance	**A Side of Overpack (mrem/yr)**	**B Top of Overpack (mrem/yr)**	**C Side of Shielded Overpack (mrem/yr)**
100 meters	*880.47*	*2.79*	*176.09*
150 meters	*299.26*	*1.04*	*59.85*
200 meters	*129.22*	*0.48*	*25.84*
250 meters	*64.50*	*0.22*	*12.90*
300 meters	*34.11*	*0.12*	*6.82*
350 meters	*19.20*	*6.06E-02*	*3.84*
400 meters	*11.26*	*3.25E-02*	*2.25*
450 meters	*6.81*	*1.78E-02*	*1.36*
500 meters	*4.22*	*1.07E-02*	*0.84*
550 meters	*2.71*	*6.94E-03*	*0.54*
600 meters	*1.74*	*4.13E-03*	*0.35*

† 8760 hour annual occupancy is assumed.

Table 5.4.8

DOSE RATES AT THE CENTERLINE OF THE OVERPACK FOR
DESIGN BASIS STAINLESS STEEL CLAD FUEL
WITHOUT BPRAs

Dose Point† Location	**Fuel Gammas†† (mrem/hr)**	**^{60}Co Gammas (mrem/hr)**	**Neutrons (mrem/hr)**	**Totals (mrem/hr)**
MPC-24 (40,000 MWD/MTU AND 8-YEAR COOLING)				
2 (Adjacent)	36.97	0.02	1.11	38.10
2 (One Meter)	18.76	0.17	0.50	19.43
MPC-32 (40,000 MWD/MTU AND 9-YEAR COOLING)				
2 (Adjacent)	37.58	0.00	1.49	39.08
2 (One Meter)	18.74	0.25	0.58	19.57
MPC-68 (22,500 MWD/MTU AND 10-YEAR COOLING)				
2 (Adjacent)	17.79	0.01	0.10	17.90
2 (One Meter)	8.98	0.13	0.04	9.15

† Refer to Figure 5.1.1.

†† Gammas generated by neutron capture are included with fuel gammas.

Table 5.4.9

DOSE RATES FROM THE 100-TON HI-TRAC FOR NORMAL CONDITIONS
MPC-68 DESIGN BASIS ZIRCALOY CLAD FUEL AT
~~39~~*50*,000 MWD/MTU AND 3-YEAR COOLING

Dose Point Location	Fuel Gammas (mrem/hr)	(n,γ) Gammas (mrem/hr)	^{60}Co Gammas (mrem/hr)	Neutrons (mrem/hr)	Totals (mrem/hr)
ADJACENT TO THE 100-TON HI-TRAC					
1	*118.31*	*25.51*	*1260.91*	*340.66*	*1745.39*
2	*2638.99*	*125.79*	*0.80*	*227.40*	*2992.98*
3	*7.38*	*2.57*	*833.34*	*147.88*	*991.17*
3 (temp)	*4.33*	*4.53*	*408.34*	*2.70*	*419.89*
4	*25.26*	*0.90*	*494.35*	*195.30*	*715.82*
4 (outer)	*7.49*	*0.70*	*132.37*	*124.46*	*265.02*
5 (pool lid)	*351.88*	*31.12*	*5646.34*	*2040.15*	*8069.50*
5(transfer lid)	*509.02*	*1.43*	*8507.35*	*1288.83*	*10306.63*
5 (t-outer)	*187.09*	*0.61*	*750.08*	*479.11*	*1416.90*
ONE METER FROM THE 100-TON HI-TRAC					
1	*359.24*	*15.46*	*117.76*	*60.21*	*552.67*
2	*1134.59*	*35.59*	*8.69*	*78.41*	*1257.27*
3	*88.49*	*6.19*	*178.43*	*16.85*	*289.97*
3 (temp)	*88.38*	*6.52*	*142.94*	*8.14*	*245.97*
4	*7.94*	*0.52*	*151.01*	*47.61*	*207.07*
5(transfer lid)	*260.67*	*0.62*	*3774.45*	*344.08*	*4379.82*
5 (t-outer)	*32.63*	*1.12*	*318.78*	*97.39*	*449.92*

Notes:

- Refer to Figures 5.1.2 and 5.1.4 for dose locations.
- Dose location 3(temp) represents dose location 3 with temporary shielding installed.
- Dose location 4(outer) is the radial segment at dose location 4 which is 18-30 inches from the center of the overpack.
- Dose location 5(t-outer) is the radial segment at dose location 5 (transfer lid) which is 30-42 and 54-66 inches from the center of the lid for the adjacent and one meter locations, respectively. The inner radius of the HI-TRAC is 34.375 in. and the outer radius of the water jacket is 44.375 in.
- Dose rate based on no water within the MPC. For the majority of the duration that the HI-TRAC pool lid is installed, the MPC cavity will be flooded with water. The water within the MPC greatly reduces the dose rate.

Table 5.4.10

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~~DOSE RATES FROM THE 100-TON HI-TRAC FOR NORMAL CONDITIONS~~
~~MPC-68 DESIGN BASIS ZIRCALOY CLAD FUEL AT~~
~~70,000 MWD/MTU AND 6-YEAR COOLING~~

~~Dose Point Location~~	~~Fuel Gammas (mrem/hr)~~	~~(n,γ) Gammas (mrem/hr)~~	~~^{60}Co Gammas (mrem/hr)~~	~~Neutrons (mrem/hr)~~	~~Totals (mrem/hr)~~
~~ADJACENT TO THE 100-TON HI-TRAC~~					
~~1~~	~~46.14~~	~~51.57~~	~~957.08~~	~~688.55~~	~~1743.33~~
~~2~~	~~1122.52~~	~~254.29~~	~~0.61~~	~~459.52~~	~~1836.95~~
~~3~~	~~2.41~~	~~5.19~~	~~632.54~~	~~298.91~~	~~939.05~~
~~3 (temp)~~	~~1.55~~	~~9.15~~	~~309.94~~	~~5.45~~	~~326.10~~
~~4~~	~~9.75~~	~~1.83~~	~~375.23~~	~~394.76~~	~~781.56~~
~~4 (outer)~~	~~2.71~~	~~1.42~~	~~100.47~~	~~251.59~~	~~356.19~~
~~5 (pool lid)~~	~~138.45~~	~~62.92~~	~~4285.78~~	~~4123.84~~	~~8610.99~~
~~5(transfer lid)~~	~~239.62~~	~~2.89~~	~~6457.39~~	~~2605.31~~	~~9305.22~~
~~5 (t-outer)~~	~~81.19~~	~~1.24~~	~~569.34~~	~~968.46~~	~~1620.24~~
~~ONE METER FROM THE 100-TON HI-TRAC~~					
~~1~~	~~151.92~~	~~31.25~~	~~89.38~~	~~121.68~~	~~394.23~~
~~2~~	~~480.13~~	~~71.95~~	~~6.59~~	~~158.43~~	~~717.11~~
~~3~~	~~37.30~~	~~12.51~~	~~135.43~~	~~34.06~~	~~219.31~~
~~3 (temp)~~	~~37.24~~	~~13.17~~	~~108.50~~	~~16.44~~	~~175.35~~
~~4~~	~~2.87~~	~~1.05~~	~~114.62~~	~~96.22~~	~~214.76~~
~~5(transfer lid)~~	~~116.13~~	~~1.26~~	~~2864.94~~	~~695.54~~	~~3677.88~~
~~5 (t-outer)~~	~~14.24~~	~~2.26~~	~~241.96~~	~~196.86~~	~~455.33~~

~~Notes:~~

- ~~Refer to Figures 5.1.2 and 5.1.4 for dose locations.~~
- ~~Dose location 3(temp) represents dose location 3 with temporary shielding installed.~~
- ~~Dose location 4(outer) is the radial segment at dose location 4 which is 18-30 inches from the center of the overpack.~~
- ~~Dose location 5(t-outer) is the radial segment at dose location 5 (transfer lid) which is 30-42 and 54-66 inches from the center of the lid for the adjacent and one meter locations, respectively. The inner radius of the HI-TRAC is 34.375 in. and the outer radius of the water jacket is 44.375 in.~~
- ~~Dose rate based on no water within the MPC. For the majority of the duration that the HI-TRAC pool lid is installed, the MPC cavity will be flooded with water. The water within the MPC greatly reduces the dose rate.~~

Table 5.4.11

DOSE RATES FROM THE 100-TON HI-TRAC FOR NORMAL CONDITIONS
MPC-32 DESIGN BASIS ZIRCALOY CLAD FUEL
~~35~~*45*,000 MWD/MTU AND 3-YEAR COOLING

Dose Point Location	Fuel Gammas (mrem/hr)	(n,γ) Gammas (mrem/hr)	^{60}Co Gammas (mrem/hr)	Neutrons (mrem/hr)	Totals (mrem/hr)	Totals with BPRAs (mrem/hr)
ADJACENT TO THE 100-TON HI-TRAC						
1	*123.09*	*17.99*	*1134.82*	*253.68*	*1529.57*	*1539.91*
2	*3059.28*	*77.64*	*1.63*	*145.58*	*3284.12*	*3576.87*
3	*42.51*	*3.43*	*703.72*	*203.47*	*953.12*	*1178.63*
4	*102.68*	*1.55*	*527.34*	*253.44*	*885.02*	*1064.21*
4 (outer)	*28.17*	*0.91*	*132.30*	*174.27*	*335.65*	*380.68*
5 (pool)	*745.11*	*26.66*	*6237.41*	*1665.29*	*8674.47*	*8757.27*
5 (transfer)	*1366.50*	*1.04*	*9401.97*	*966.70*	*11736.20*	*11837.01*
5(t-outer)	*246.52*	*0.48*	*787.00*	*363.83*	*1397.82*	*1418.02*
ONE METER FROM THE 100-TON HI-TRAC						
1	*407.43*	*10.23*	*168.91*	*42.45*	*629.02*	*667.20*
2	*1350.21*	*24.30*	*12.79*	*54.21*	*1441.51*	*1571.36*
3	*176.77*	*5.64*	*144.81*	*19.97*	*347.18*	*414.23*
4	*31.95*	*0.40*	*157.25*	*63.15*	*252.75*	*305.95*
5 (transfer)	*567.40*	*0.23*	*3723.34*	*260.88*	*4551.86*	*4598.19*
5(t-outer)	*58.97*	*0.96*	*330.25*	*76.48*	*466.67*	*471.29*

Notes:

- Refer to Figures 5.1.2 and 5.1.4 for dose locations.
- Dose location 4(outer) is the radial segment at dose location 4 which is 18-30 inches from the center of the overpack.
- Dose location 5(t-outer) is the radial segment at dose location 5 (transfer lid) which is 30-42 and 54-66 inches from the center of the lid for the adjacent and one meter locations, respectively. The inner radius of the HI-TRAC is 34.375 in. and the outer radius of the water jacket is 44.375 in.
- Dose rate based on no water within the MPC. For the majority of the duration that the HI-TRAC pool lid is installed, the MPC cavity will be flooded with water. The water within the MPC greatly reduces the dose rate.

Table 5.4.12

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~~DOSE RATES FROM THE 100-TON HI-TRAC FOR NORMAL CONDITIONS~~
~~MPC-32 DESIGN BASIS ZIRCALOY CLAD FUEL~~
~~75,000 MWD/MTU AND 8-YEAR COOLING~~

~~Dose Point Location~~	~~Fuel Gammas (mrem/hr)~~	~~(n,γ) Gammas (mrem/hr)~~	~~^{60}Co Gammas (mrem/hr)~~	~~Neutrons (mrem/hr)~~	~~Totals (mrem/hr)~~	~~Totals with BPRAs (mrem/hr)~~
~~ADJACENT TO THE 100-TON HI-TRAC~~						
~~1~~	~~35.68~~	~~60.59~~	~~770.69~~	~~854.32~~	~~1721.28~~	~~1731.62~~
~~2~~	~~1013.34~~	~~261.53~~	~~1.10~~	~~490.12~~	~~1766.09~~	~~2058.84~~
~~3~~	~~10.86~~	~~11.54~~	~~477.92~~	~~685.26~~	~~1185.58~~	~~1411.08~~
~~4~~	~~29.98~~	~~5.24~~	~~358.13~~	~~853.47~~	~~1246.82~~	~~1426.01~~
~~4 (outer)~~	~~7.53~~	~~3.06~~	~~89.85~~	~~586.93~~	~~687.38~~	~~732.40~~
~~5 (pool)~~	~~249.21~~	~~89.80~~	~~4236.02~~	~~5608.42~~	~~10183.44~~	~~10266.23~~
~~5 (transfer)~~	~~479.57~~	~~3.49~~	~~6385.16~~	~~3256.11~~	~~10124.33~~	~~10225.14~~
~~5(t-outer)~~	~~83.17~~	~~1.62~~	~~534.47~~	~~1225.30~~	~~1844.57~~	~~1864.76~~
~~ONE METER FROM THE 100-TON HI-TRAC~~						
~~1~~	~~131.43~~	~~34.46~~	~~114.71~~	~~142.94~~	~~423.55~~	~~461.72~~
~~2~~	~~442.51~~	~~81.87~~	~~8.69~~	~~182.51~~	~~715.58~~	~~845.43~~
~~3~~	~~56.63~~	~~18.98~~	~~98.35~~	~~67.24~~	~~241.20~~	~~308.25~~
~~4~~	~~8.55~~	~~1.35~~	~~106.79~~	~~212.67~~	~~329.36~~	~~382.56~~
~~5 (transfer)~~	~~197.49~~	~~0.79~~	~~2528.63~~	~~878.62~~	~~3605.53~~	~~3651.86~~
~~5(t-outer)~~	~~19.53~~	~~3.22~~	~~224.29~~	~~257.58~~	~~504.63~~	~~509.25~~

~~Notes:~~

- ~~Refer to Figures 5.1.2 and 5.1.4 for dose locations.~~
- ~~Dose location 4(outer) is the radial segment at dose location 4 which is 18-30 inches from the center of the overpack.~~
- ~~Dose location 5(t-outer) is the radial segment at dose location 5 (transfer lid) which is 30-42 and 54-66 inches from the center of the lid for the adjacent and one meter locations, respectively. The inner radius of the HI-TRAC is 34.375 in. and the outer radius of the water jacket is 44.375 in.~~
- ~~Dose rate based on no water within the MPC. For the majority of the duration that the HI-TRAC pool lid is installed, the MPC cavity will be flooded with water. The water within the MPC greatly reduces the dose rate.~~

Table 5.4.13

DOSE RATES FROM THE 100-TON HI-TRAC FOR ACCIDENT CONDITIONS
WITH FOUR DAMAGED FUEL CONTAINERS
MPC-24 DESIGN BASIS ZIRCALOY CLAD FUEL
~~46~~*60*,000 MWD/MTU AND 3-YEAR COOLING
WITHOUT BPRAs

Dose Point† Location	**Fuel Gammas (mrem/hr)**	**(n,γ) Gammas (mrem/hr)**	**^{60}Co Gammas (mrem/hr)**	**Neutrons (mrem/hr)**	**Totals (mrem/hr)**
ADJACENT TO THE 100-TON HI-TRAC					
1	*162.53*	*40.07*	*958.00*	*607.90*	*1768.50*
2	*3154.37*	*145.11*	*1.14*	*264.13*	*3564.75*
3	*47.06*	*9.00*	*528.22*	*583.57*	*1167.85*
ONE METER FROM THE 100-TON HI-TRAC					
1	*449.03*	*20.58*	*142.41*	*92.37*	*704.39*
2	*1404.60*	*44.91*	*11.27*	*99.48*	*1560.26*
3	*202.22*	*11.75*	*118.30*	*54.30*	*386.56*

† Refer to Figures 5.1.2 and 5.1.4.

Table 5.4.14

DOSE RATES FROM THE 100-TON HI-TRAC FOR ACCIDENT CONDITIONS
WITH SIXTEEN DAMAGED FUEL CONTAINERS
MPC-68 DESIGN BASIS ZIRCALOY CLAD FUEL
~~39~~*50*,000 MWD/MTU AND 3-YEAR COOLING

Dose Point† Location	Fuel Gammas (mrem/hr)	(n,γ) Gammas (mrem/hr)	^{60}Co Gammas (mrem/hr)	Neutrons (mrem/hr)	Totals (mrem/hr)
ADJACENT TO THE 100-TON HI-TRAC					
1	*276.49*	*36.57*	*1260.91*	*629.42*	*2203.39*
2	*2488.31*	*126.39*	*0.80*	*213.81*	*2829.31*
3	*9.10*	*5.48*	*833.34*	*324.77*	*1172.69*
ONE METER FROM THE 100-TON HI-TRAC					
1	*417.32*	*19.09*	*117.76*	*90.45*	*644.62*
2	*1091.56*	*38.82*	*8.69*	*85.73*	*1224.79*
3	*121.49*	*8.49*	*178.43*	*33.62*	*342.02*

† Refer to Figures 5.1.2 and 5.1.4.

Table 5.4.15

DOSE RATES DUE TO BPRAs AND TPDs FROM THE 100-TON HI-TRAC
FOR NORMAL CONDITIONS

	MPC-24		MPC-32	
Dose Point Location	**BPRAs (mrem/hr)**	**TPDs (mrem/hr)**	**BPRAs (mrem/hr)**	**TPDs (mrem/hr)**
ADJACENT TO THE 100-TON HI-TRAC				
1	8.54	0.00	10.34	0.01
2	247.24	0.03	292.75	0.04
3	148.53	125.75	225.50	188.14
3 (temp)	68.15	56.21	93.63	77.00
4	124.50	106.71	179.19	156.14
4 (outer)	31.33	27.12	45.02	39.33
5 (pool lid)	64.77	0.00	82.79	0.01
5(transfer lid)	96.84	0.00	100.81	0.00
5(t-outer)	21.47	0.00	20.20	0.00
ONE METER FROM THE 100-TON HI-TRAC				
1	32.48	0.18	38.18	0.24
2	109.47	1.20	129.85	1.63
3	49.43	38.93	67.05	55.11
3 (temp)	44.57	35.01	59.32	48.95
4	38.57	33.37	53.20	47.19
5(transfer lid)	39.13	0.00	46.33	0.00
5(t-outer)	3.90	0.00	4.63	0.00

Notes:
- Refer to Figures 5.1.2 and 5.1.4 for dose locations.
- Dose location 3(temp) represents dose location 3 with temporary shielding installed.
- Dose location 4(outer) is the radial segment at dose location 4 which is 18-30 inches from the center of the overpack.
- Dose location 5(t-outer) is the radial segment at dose location 5 (transfer lid) which is 30-42 and 54-66 inches from the center of the lid for the adjacent and one meter locations, respectively. The inner radius of the HI-TRAC is 34.375 in. and the outer radius of the water jacket is 44.375 in.
- Dose rate based on no water within the MPC. For the majority of the duration that the HI-TRAC pool lid is installed, the MPC cavity will be flooded with water. The water within the MPC greatly reduces the dose rate.

Table 5.4.16

DOSE RATES DUE TO CRAs FROM THE 100-TON HI-TRAC
FOR NORMAL CONDITIONS

	MPC-24		**MPC-32**	
Dose Point Location	**Config. 1 (mrem/hr)**	**Config. 2 (mrem/hr)**	**Config. 1 (mrem/hr)**	**Config. 2 (mrem/hr)**
ADJACENT TO THE 100-TON HI-TRAC				
1	*164.33*	*29.63*	*198.02*	*36.56*
2	*15.35*	*0.42*	*15.27*	*0.41*
3	*0.03*	*0.00*	*0.04*	*0.00*
4	*0.01*	*0.00*	*0.00*	*0.00*
5 (pool lid)	*1189.62*	*223.71*	*1740.02*	*329.86*
5(transfer lid)	*1892.59*	*355.40*	*2974.99*	*558.68*
5(t-outer)	*357.66*	*57.54*	*404.90*	*71.63*
ONE METER FROM THE 100-TON HI-TRAC				
1	*238.30*	*28.03*	*285.70*	*34.39*
2	*125.09*	*10.49*	*148.51*	*12.52*
3	*1.72*	*0.18*	*2.06*	*0.21*
4	*0.01*	*0.00*	*0.00*	*0.00*
5(transfer lid)	*819.78*	*152.57*	*1156.31*	*224.75*
5(t-outer)	*86.06*	*15.23*	*113.39*	*21.17*

Notes:

- Refer to Figures 5.1.2 and 5.1.4 for dose locations.
- Dose location 5(t-outer) is the radial segment at dose location 5 (transfer lid) which is 30-42 and 54-66 inches from the center of the lid for the adjacent and one meter locations, respectively. The inner radius of the HI-TRAC is 34.375 in. and the outer radius of the water jacket is 44.375 in.
- Dose rate based on no water within the MPC. For the majority of the duration that the HI-TRAC pool lid is installed, the MPC cavity will be flooded with water. The water within the MPC greatly reduces the dose rate.

Table 5.4.17

DOSE RATES DUE TO APSRs FROM THE 100-TON HI-TRAC
FOR NORMAL CONDITIONS

	MPC-24			MPC-32		
Dose Point Location	**Config. 1 (mrem/hr)**	**Config. 2 (mrem/hr)**	**Config. 3 (mrem/hr)**	**Config. 1 (mrem/hr)**	**Config. 2 (mrem/hr)**	**Config. 3 (mrem/hr)**
ADJACENT TO THE 100-TON HI-TRAC						
1	12.42	2.35	12.25	*57.80*	*11.73*	*56.80*
2	0.21	0.01	9.12	*0.29*	*0.02*	*17.70*
3	0.00	0.00	0.00	*0.00*	*0.00*	*0.00*
4	0.00	0.00	0.00	*0.00*	*0.00*	*0.09*
5 (pool lid)	1996.57	371.98	1941.51	*3243.57*	*645.11*	*3698.77*
5(transfer)	3021.08	572.85	2994.54	*5522.01*	*1035.17*	*5664.10*
5(t-outer)	3.41	0.54	3.57	*33.25*	*5.97*	*31.46*
ONE METER FROM THE 100-TON HI-TRAC						
1	2.73	0.46	3.49	*11.69*	*2.22*	*11.36*
2	0.61	0.07	3.31	*1.55*	*0.20*	*6.53*
3	0.02	0.00	0.04	*0.05*	*0.01*	*0.08*
4	0.00	0.00	0.00	*0.00*	*0.00*	*0.09*
5(transfer)	458.06	84.81	444.44	*1288.04*	*240.05*	*1211.44*
5(t-outer)	17.11	3.19	17.36	*64.18*	*12.16*	*62.83*

Notes:

- Refer to Figures 5.1.2 and 5.1.4 for dose locations.
- Dose location 5(t-outer) is the radial segment at dose location 5 (transfer lid) which is 30-42 and 54-66 inches from the center of the lid for the adjacent and one meter locations, respectively. The inner radius of the HI-TRAC is 34.375 in. and the outer radius of the water jacket is 44.375 in.
- Dose rate based on no water within the MPC. For the majority of the duration that the HI-TRAC pool lid is installed, the MPC cavity will be flooded with water. The water within the MPC greatly reduces the dose rate.

Table 5.4.18

COMPARISON OF NEUTRON SOURCE PER INCH PER SECOND FOR DESIGN BASIS 7X7 FUEL AND DESIGN BASIS DRESDEN UNIT 1 FUEL

Assembly	**Active fuel length (inch)**	**Neutrons per sec per inch**	**Neutrons per sec per inch with Sb-Be source**	**Reference for neutrons per sec per inch**
7x7 design basis	144	9.17E+5	N/A	40 GWD/MTU and 5 year cooling
6x6 design basis	110	2.0E+5	2.6E+5	Table 5.2.18
6x6 design basis MOX	110	3.06E+5	3.66E+5	Table 5.2.23

APPENDIX 5.E

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CHAPTER 6†: CRITICALITY EVALUATION

This chapter documents the criticality evaluation of the HI-STORM 100 System for the storage of spent nuclear fuel in accordance with 10CFR72.124. The results of this evaluation demonstrate that the HI-STORM 100 System is consistent with the Standard Review Plan for Dry Cask Storage Systems, NUREG-1536, and thus, fulfills the following acceptance criteria:

1. The multiplication factor (k_{eff}), including all biases and uncertainties at a 95-percent confidence level, should not exceed 0.95 under all credible normal, off-normal, and accident conditions.

2. At least two unlikely, independent, and concurrent or sequential changes to the conditions essential to criticality safety, under normal, off-normal, and accident conditions, should occur before an accidental criticality is deemed to be possible.

3. When practicable, criticality safety of the design should be established on the basis of favorable geometry, permanent fixed neutron-absorbing materials (poisons), or both.

4. Criticality safety of the cask system should not rely on use of the following credits:

    a. burnup of the fuel
    b. fuel-related burnable neutron absorbers
    c. more than 75 percent for fixed neutron absorbers when subject to standard acceptance test††.

In addition to demonstrating that the criticality safety acceptance criteria are satisfied, this chapter describes the HI-STORM 100 System design structures and components important to criticality safety and defines the limiting fuel characteristics in sufficient detail to identify the package accurately and provide a sufficient basis for the evaluation of the package. Analyses for the HI-STAR 100 System, which are applicable to the HI-STORM 100 System, have been previously submitted to the USNRC under Docket Numbers 72-1008 and 71-9261.

† This chapter has been prepared in the format and section organization set forth in Regulatory Guide 3.61. However, the material content of this chapter also fulfills the requirements of NUREG-1536. Pagination and numbering of sections, figures, and tables are consistent with the convention set down in *Chapter 1*, Section 1.0, herein. Finally, all terms-of-art used in this chapter are consistent with the terminology of the glossary (Table 1.0.1) and component nomenclature of the Bill-of-Materials (Section 1.5).

†† For greater credit allowance, fabrication tests capable of verifying the presence and uniformity of the neutron absorber are needed.

6.1 DISCUSSION AND RESULTS

In conformance with the principles established in NUREG-1536 [6.1.1], 10CFR72.124 [6.1.2], and NUREG-0800 Section 9.1.2 [6.1.3], the results in this chapter demonstrate that the effective multiplication factor (k_{eff}) of the HI-STORM 100 System, including all biases and uncertainties evaluated with a 95% probability at the 95% confidence level, does not exceed 0.95 under all credible normal, off-normal, and accident conditions. Moreover, these results demonstrate that the HI-STORM 100 System is designed and maintained such that at least two unlikely, independent, and concurrent or sequential changes must occur to the conditions essential to criticality safety before a nuclear criticality accident is possible. These criteria provide a large subcritical margin, sufficient to assure the criticality safety of the HI-STORM 100 System when fully loaded with fuel of the highest permissible reactivity.

Criticality safety of the HI-STORM 100 System depends on the following four principal design parameters:

1. The inherent geometry of the fuel basket designs within the MPC (and the flux-trap water gaps in the MPC-24~~,~~ *and* MPC-24E~~ and MPC-24EF~~);

2. The incorporation of permanent fixed neutron-absorbing panels in the fuel basket structure;

3. An administrative limit on the maximum enrichment for PWR fuel and maximum planar-average enrichment for BWR fuel; and

4. An administrative limit on the minimum soluble boron concentration in the water for loading/unloading fuel with higher enrichments in the MPC-24~~,~~ *and* MPC-24E~~ and MPC-24EF~~, and -for loading/unloading fuel in the MPC-32~~ and MPC-32F~~.

The off-normal and accident conditions defined in Chapter 2 and considered in Chapter 11 have no adverse effect on the design parameters important to criticality safety, and thus, the off-normal and accident conditions are identical to those for normal conditions.

The HI-STORM 100 System is designed such that the fixed neutron absorber will remain effective for a storage period greater than 20 years, and there are no credible means to lose it. Therefore, in accordance with 10CFR72.124(b), there is no need to provide a surveillance or monitoring program to verify the continued efficacy of the neutron absorber.

Criticality safety of the HI-STORM 100 System does not rely on the use of any of the following credits:

- burnup of fuel
- fuel-related burnable neutron absorbers
- more than 75 percent of the B-10 content for the Boral fixed neutron absorber
- more than 90 percent of the B-10 content for the Metamic fixed neutron absorber, with comprehensive fabrication tests as described in Section 9.1.5.3.2.

The following four interchangeable basket designs are available for use in the HI-STORM 100 System:

- a 24-cell basket (MPC-24), designed for intact PWR fuel assemblies with a specified maximum enrichment and, for higher enrichments, a minimum soluble boron concentration in the pool water for loading/unloading operations,
- a 24-cell basket (MPC-24E) for intact and damaged PWR fuel assemblies. This is a variation of the MPC-24, with an optimized cell arrangement, increased ^{10}B content in the fixed neutron absorber and with four cells capable of accommodating either intact fuel or a damaged fuel container (DFC) *containing*~~.~~ ~~Additionally, a variation in the MPC-24E, designated MPC-24EF, is designed for intact and~~ damaged PWR fuel assemblies ~~and~~ *or* PWR fuel debris. The MPC-24E ~~and MPC-24EF are~~*is* designed for fuel assemblies with a specified maximum enrichment and, for higher enrichments, a minimum soluble boron concentration in the pool water for loading/unloading operations,
- a 32-cell basket (MPC-32), designed for intact, ~~and~~ damaged PWR fuel assemblies *and PWR fuel debris* of a specified maximum enrichment and minimum soluble boron concentration for loading/unloading. ~~Additionally, a variation in the MPC-32, designated MPC-32F, is designed for intact and damaged PWR fuel assemblies and PWR fuel debris.~~ And
- a 68-cell basket (MPC-68), designed for ~~both~~ intact and damaged BWR fuel assemblies *and BWR fuel debris* with a specified maximum planar-average enrichment. Additionally, *a* variation~~s~~ in the MPC-68, designated MPC-68F~~ and MPC-68FF~~, ~~are~~ *is* designed for *specific* intact and damaged BWR fuel assemblies and BWR fuel debris with a specified maximum planar-average enrichment.

Two interchangeable neutron absorber materials are used in these baskets, Boral and Metamic. For Boral, 75 percent of the minimum B-10 content is credited in the criticality analysis, while for Metamic, 90 percent of the minimum B-10 content is credited, based on the neutron absorber tests specified in Section 9.1.5.3. However, the B-10 content in Metamic is chosen to be lower

than the B-10 content in Boral, and is chosen so that the absolute B-10 content credited in the criticality analysis is the same for the two materials. This makes the two materials identical from a criticality perspective. This is confirmed by comparing results for a selected number of cases that were performed with both materials (see Section 6.4.11). Calculations in this chapter are therefore only performed for the Boral neutron absorber, with results directly applicable to Metamic.

The HI-STORM 100 System includes the HI-TRAC transfer cask and the HI-STORM storage cask. The HI-TRAC transfer cask is required for loading and unloading fuel into the MPC and for transfer of the MPC into the HI-STORM storage cask. HI-TRAC uses a lead shield for gamma radiation and a water-filled jacket for neutron shielding. The HI-STORM storage cask uses concrete as a shield for both gamma and neutron radiation. Both the HI-TRAC transfer cask and the HI-STORM storage cask, as well as the HI-STAR System†, accommodate the interchangeable MPC designs. The three cask designs (HI-STAR, HI-STORM, and HI-TRAC) differ only in the overpack reflector materials (steel for HI-STAR, concrete for HI-STORM, and lead for HI-TRAC), which do not significantly affect the reactivity. Consequently, analyses for the HI-STAR System are directly applicable to the HI-STORM 100 system and vice versa. Therefore, the majority of criticality calculations to support both the HI-STAR and the HI-STORM System have been performed for only one of the two systems, namely the HI-STAR System. Only a selected number of analyses has been performed for both systems to demonstrate that this approach is valid. Therefore, unless specifically noted otherwise, all analyses documented throughout this chapter have been performed for the HI-STAR System. For the cases where analyses were performed for both the HI-STORM and HI-STAR System, this is clearly indicated.

The HI-STORM 100 System for storage (concrete overpack) is dry (no moderator), and thus, the reactivity is very low (k_{eff} <0.52). However, the HI-STORM 100 System for cask transfer (HI-TRAC, lead overpack) is flooded for loading and unloading operations, and thus, represents the limiting case in terms of reactivity.

The MPC-24EF, MPC-32F and MPC-68FF contain the same basket as the MPC-24E, MPC-32 and MPC-68, respectively. More specifically, all dimensions relevant to the criticality analyses are identical between the MPC-24E and MPC-24EF, the MPC-32 and MPC-32F, and the MPC-68 and MPC-68FF. Therefore, all criticality results obtained for the MPC-24E, MPC-32 and MPC-68 are valid for the MPC-24EF, MPC-32F and MPC-68FF, respectively, and no separate analyses for the MPC-24EF, MPC-32F and MPC-68FF are necessary. Therefore, throughout this chapter and unless otherwise noted, ‘MPC-68’ refers to ‘MPC-68 and/or MPC-68FF’, ‘MPC-24E’ or ‘MPC-24E/EF’ refers to ‘MPC-24E and/or MPC-24EF’, and ‘MPC-32’ or ‘MPC-32/32F’ refers to ‘MPC-32 and/or MPC-32F’.

Confirmation of the criticality safety of the HI-STORM 100 System was accomplished with the three-dimensional Monte Carlo code MCNP4a [6.1.4]. Independent confirmatory calculations

† Analyses for the HI-STAR System have previously been submitted to the USNRC under Docket Numbers 72-1008 and 71-9261.

were made with NITAWL-KENO5a from the SCALE-4.3 package [6.4.1]. KENO5a [6.1.5] calculations used the 238-group SCALE cross-section library in association with the NITAWL-II program [6.1.6], which adjusts the uranium-238 cross sections to compensate for resonance self-shielding effects. The Dancoff factors required by NITAWL-II were calculated with the CELLDAN code [6.1.13], which includes the SUPERDAN code [6.1.7] as a subroutine. K-factors for one-sided statistical tolerance limits with 95% probability at the 95% confidence level were obtained from the National Bureau of Standards (now NIST) Handbook 91 [6.1.8].

To assess the incremental reactivity effects due to manufacturing tolerances, CASMO-3, a two-dimensional transport theory code [6.1.9-6.1.12] for fuel assemblies, and MCNP4a [6.1.4] were used. The CASMO-3 and MCNP4a calculations identify those tolerances that cause a positive reactivity effect, enabling the subsequent Monte Carlo code input to define the worst case (most conservative) conditions. CASMO-3 was not used for quantitative information, but only to qualitatively indicate the direction and approximate magnitude of the reactivity effects of the manufacturing tolerances.

Benchmark calculations were made to compare the primary code packages (MCNP4a and KENO5a) with experimental data, using critical experiments selected to encompass, insofar as practical, the design parameters of the HI-STORM 100 System. The most important parameters are (1) the enrichment, (2) the water-gap size (MPC-24~~,~~ *and* MPC-24E~~ and MPC-24EF~~) or cell spacing (MPC-32~~, MPC-32F~~, MPC-68~~, MPC-68F ~~ and MPC-68F~~F~~), (3) the ^{10}B loading of the neutron absorber panels, and (4) the soluble boron concentration in the water. The critical experiment benchmarking is presented in Appendix 6.A.

Applicable codes, standards, and regulations, or pertinent sections thereof, include the following:

- NUREG-1536, Standard Review Plan for Dry Cask Storage Systems, USNRC, Washington D.C., January 1997.

- 10CFR72.124, Criteria For Nuclear Criticality Safety.

- Code of Federal Regulations, Title 10, Part 50, Appendix A, General Design Criterion 62, Prevention of Criticality in Fuel Storage and Handling.

- USNRC Standard Review Plan, NUREG-0800, Section 9.1.2, Spent Fuel Storage, Rev. 3, July 1981.

To assure the true reactivity will always be less than the calculated reactivity, the following conservative design criteria and assumptions were made:

- The MPCs are assumed to contain the most reactive fresh fuel authorized to be loaded into a specific basket design.

- Consistent with NUREG-1536, no credit for fuel burnup is assumed, either in depleting the

quantity of fissile nuclides or in producing fission product poisons.

- Consistent with NUREG-1536, the criticality analyses assume 75% of the manufacturer's minimum Boron-10 content for the Boral neutron absorber and 90% of the manufacturer's minimum Boron-10 content for the Metamic neutron absorber.

- The fuel stack density is conservatively assumed to be at least 96% of theoretical (10.522 g/cm^3) for all criticality analyses. Fuel stack density is approximately equal to 98% of the pellet density. Therefore, while the pellet density of some fuels may be slightly greater than 96% of theoretical, the actual stack density will be less.

- No credit is taken for the ^{234}U and ^{236}U in the fuel.

- When flooded, the moderator is assumed to be water, with or without soluble boron, at a temperature and density corresponding to the highest reactivity within the expected operating range.

- When credit is taken for soluble boron, a ^{10}B content of 18.0 wt% in boron is assumed.

- Neutron absorption in minor structural members and optional heat conduction elements is neglected, i.e., spacer grids, basket supports, and optional aluminum heat conduction elements are replaced by water.

- Consistent with NUREG-1536, the worst hypothetical combination of tolerances (most conservative values within the range of acceptable values), as identified in Section 6.3, is assumed.

- When flooded, the fuel rod pellet-to-clad gap regions are assumed to be flooded with pure unborated water.

- Planar-averaged enrichments are assumed for BWR fuel. (Consistent with NUREG-1536, analysis is presented in Appendix 6.B to demonstrate that the use of planar-average enrichments produces conservative results.)

- Consistent with NUREG-1536, fuel-related burnable neutron absorbers, such as the Gadolinia normally used in BWR fuel and IFBA normally used in PWR fuel, are neglected.

- For evaluation of the bias, all benchmark calculations that result in a k_{eff} greater than 1.0 are conservatively truncated to 1.0000, consistent with NUREG-1536.

- The water reflector above and below the fuel is assumed to be unborated water, even if borated water is used in the fuel region.

- For fuel assemblies that contain low-enriched axial blankets, the governing enrichment is that of the highest planar average, and the blankets are not included in determining the average enrichment.

- Regarding the position of assemblies in the basket, configurations with centered and eccentric positioning of assemblies in the fuel storage locations are considered. For further discussions see Section 6.3.3.

- For intact fuel assemblies, as defined in Table 1.0.1, missing fuel rods must be replaced with dummy rods that displace a volume of water that is equal to, or larger than, that displaced by the original rods.

Results of the design basis criticality safety calculations for single internally flooded HI-TRAC transfer casks with full water reflection on all sides (limiting cases for the HI-STORM 100 System), and for single unreflected, internally flooded HI-STAR casks (limiting cases for the HI-STAR 100 System), loaded with intact fuel assemblies are listed in Tables 6.1.1 through 6.1.8, conservatively evaluated for the worst combination of manufacturing tolerances (as identified in Section 6.3), and including the calculational bias, uncertainties, and calculational statistics. Comparing corresponding results for the HI-TRAC and HI-STAR demonstrates that the overpack material does not significantly affect the reactivity. Consequently, analyses for the HI-STAR System are directly applicable to the HI-STORM 100 System and vice versa. In addition, a few results for single internally dry (no moderator) HI-STORM storage casks with full water reflection on all external surfaces of the overpack, including the annulus region between the MPC and overpack, are listed to confirm the low reactivity of the HI-STORM 100 System in storage.

For each of the MPC designs, minimum soluble boron concentration (if applicable) and fuel assembly classes[††], Tables 6.1.1 through 6.1.8 list the bounding maximum k_{eff} value, and the associated maximum allowable enrichment. The maximum allowed enrichments and the minimum soluble boron concentrations are also listed in Section 2.1.9. The candidate fuel assemblies, that are bounded by those listed in Tables 6.1.1 through 6.1.8, are given in Section 6.2.

Results of the design basis criticality safety calculations for single unreflected, internally flooded casks (limiting cases) loaded with damaged fuel assemblies or a combination of intact and damaged fuel assemblies are listed in Tables 6.1.9 through 6.1.12. The results include the calculational bias, uncertainties, and calculational statistics. For each of the MPC designs

[††] For each array size (e.g., 6x6, 7x7, 14x14, etc.), the fuel assemblies have been subdivided into a number of assembly classes, where an assembly class is defined in terms of the (1) number of fuel rods; (2) pitch; (3) number and location of guide tubes (PWR) or water rods (BWR); and (4) cladding material. The assembly classes for BWR and PWR fuel are defined in Section 6.2.

qualified for damaged fuel and/or fuel debris (MPC-24E~~, MPC-24EF~~, MPC-68, MPC-68F~~, MPC-68FF, MPC-32~~ and MPC-32~~F~~), Tables 6.1.9 through 6.1.12 indicate the maximum number of DFCs and list the fuel assembly classes, the bounding maximum k_{eff} value, the associated maximum allowable enrichment, and if applicable the minimum soluble boron concentration. For the permissible location of DFCs see Subsection 6.4.4.2. The maximum allowed enrichments are also listed in Section 2.1.9.

A table listing the maximum k_{eff} (including bias, uncertainties, and calculational statistics), calculated k_{eff}, standard deviation, and energy of the average lethargy causing fission (EALF) for each of the candidate fuel assemblies and basket configurations is provided in Appendix 6.C. These results confirm that the maximum k_{eff} values for the HI-STORM 100 System are below the limiting design criteria (k_{eff} < 0.95) when fully flooded and loaded with any of the candidate fuel assemblies and basket configurations. Analyses for the various conditions of flooding that support the conclusion that the fully flooded condition corresponds to the highest reactivity, and thus is most limiting, are presented in Section 6.4. The capability of the HI-STORM 100 System to safely accommodate damaged fuel and fuel debris is demonstrated in Subsection 6.4.4.

Accident conditions have also been considered and no credible accident has been identified that would result in exceeding the design criteria limit on reactivity. After the MPC is loaded with spent fuel, it is seal-welded and cannot be internally flooded. The HI-STORM 100 System for storage is dry (no moderator) and the reactivity is very low. For arrays of HI-STORM storage casks, the radiation shielding and the physical separation between overpacks due to the large diameter and cask pitch preclude any significant neutronic coupling between the casks.

Table 6.1.1

BOUNDING MAXIMUM k_{eff} VALUES FOR EACH ASSEMBLY CLASS IN THE MPC-24
(no soluble boron)

Fuel Assembly Class	**Maximum Allowable Enrichment (wt% ^{235}U)**	**Maximum† k_{eff}**		
		HI-STORM	**HI-TRAC**	**HI-STAR**
14x14A	4.6	0.3080	0.9283	0.9296
14x14B	4.6	---	0.9237	0.9228
14x14C	4.6	---	0.9274	0.9287
14x14D	4.0	---	0.8531	0.8507
14x14E	5.0	---	0.7627	0.7627
15x15A	4.1	---	0.9205	0.9204
15x15B	4.1	---	0.9387	0.9388
15x15C	4.1	---	0.9362	0.9361
15x15D	4.1	---	0.9354	0.9367
15x15E	4.1	---	0.9392	0.9368
15x15F	4.1	0.3648	0.9393††	0.9395†††
15x15G	4.0	---	0.8878	0.8876
15x15H	3.8	---	0.9333	0.9337
16x16A	4.6	0.3588~~447~~	0.9322~~273~~	0.9327~~287~~
17x17A	4.0	0.3243	0.9378	0.9368
17x17B	4.0	---	0.9318	0.9324
17x17C	4.0	---	0.9319	0.9336

Note: The HI-STORM results are for internally dry (no moderator) HI-STORM storage casks with full water reflection on all sides, the HI-TRAC results are for internally fully flooded HI-TRAC transfer casks (which are part of the HI-STORM 100 System) with full water reflection on all sides, and the HI-STAR results are for unreflected, internally fully flooded HI-STAR casks.

† The term "maximum k_{eff} " as used here, and elsewhere in this document, means the highest possible k-effective, including bias, uncertainties, and calculational statistics, evaluated for the worst case combination of manufacturing tolerances.

†† KENO5a verification calculation resulted in a maximum k_{eff} of 0.9383.

††† KENO5a verification calculation resulted in a maximum k_{eff} of 0.9378.

Table 6.1.2

BOUNDING MAXIMUM k_{eff} VALUES FOR EACH ASSEMBLY CLASS IN THE MPC-24
WITH 400 PPM SOLUBLE BORON

Fuel Assembly Class	**Maximum Allowable Enrichment (wt% ^{235}U)**	**Maximum† k_{eff}**		
		HI-STORM	**HI-TRAC**	**HI-STAR**
14x14A	5.0	---	---	0.8884
14x14B	5.0	---	---	0.8900
14x14C	5.0	---	---	0.8950
14x14D	5.0	---	---	0.8518
14x14E	5.0	---	---	0.7132
15x15A	5.0	---	---	0.9119
15x15B	5.0	---	---	0.9284
15x15C	5.0	---	---	0.9236
15x15D	5.0	---	---	0.9261
15x15E	5.0	---	---	0.9265
15x15F	5.0	0.4013	0.9301	0.9314
15x15G	5.0	---	---	0.8939
15x15H	5.0	---	0.9345	0.9366
16x16A	5.0	---	---	0.89935~~55~~
17x17A	5.0	---	---	0.9264
17x17B	5.0	---	---	0.9284
17x17C	5.0	---	0.9296	0.9294

Note: The HI-STORM results are for internally dry (no moderator) HI-STORM storage casks with full water reflection on all sides, the HI-TRAC results are for internally fully flooded HI-TRAC transfer casks (which are part of the HI-STORM 100 System) with full water reflection on all sides, and the HI-STAR results are for unreflected, internally fully flooded HI-STAR casks.

† The term "maximum k_{eff}" as used here, and elsewhere in this document, means the highest possible k-effective, including bias, uncertainties, and calculational statistics, evaluated for the worst case combination of manufacturing tolerances.

Table 6.1.3

BOUNDING MAXIMUM k_{eff} VALUES FOR EACH ASSEMBLY CLASS IN THE MPC-24E ~~AND MPC-24EF~~ (no soluble boron)

Fuel Assembly Class	**Maximum Allowable Enrichment (wt% ^{235}U)**	**Maximum† k_{eff}**		
		HI-STORM	**HI-TRAC**	**HI-STAR**
14x14A	5.0	---	---	0.9380
14x14B	5.0	---	---	0.9312
14x14C	5.0	---	---	0.9356
14x14D	5.0	---	---	0.8875
14x14E	5.0	---	---	0.7651
15x15A	4.5	---	---	0.9336
15x15B	4.5	---	---	0.9465
15x15C	4.5	---	---	0.9462
15x15D	4.5	---	---	0.9440
15x15E	4.5	---	---	0.9455
15x15F	4.5	0.3699	0.9465	0.9468
15x15G	4.5	---	---	0.9054
15x15H	4.2	---	---	0.9423
16x16A	5.0	---	---	0.93*94*~~41~~
17x17A	4.4	---	0.9467	0.9447
17x17B	4.4	---	---	0.9421
17x17C	4.4	---	---	0.9433

Note: The HI-STORM results are for internally dry (no moderator) HI-STORM storage casks with full water reflection on all sides, the HI-TRAC results are for internally fully flooded HI-TRAC transfer casks (which are part of the HI-STORM 100 System) with full water reflection on all sides, and the HI-STAR results are for unreflected, internally fully flooded HI-STAR casks.

† The term "maximum k_{eff} " as used here, and elsewhere in this document, means the highest possible k-effective, including bias, uncertainties, and calculational statistics, evaluated for the worst case combination of manufacturing tolerances.

Table 6.1.4

BOUNDING MAXIMUM k_{eff} VALUES FOR EACH ASSEMBLY CLASS IN THE MPC-24E ~~AND MPC-24EF~~ WITH 300 PPM SOLUBLE BORON

Fuel Assembly Class	**Maximum Allowable Enrichment (wt% ^{235}U)**	**Maximum† k_{eff}**		
		HI-STORM	**HI-TRAC**	**HI-STAR**
14x14A	5.0	---	---	0.8963
14x14B	5.0	---	---	0.8974
14x14C	5.0	---	---	0.9031
14x14D	5.0	---	---	0.8588
14x14E	5.0	---	---	0.7249
15x15A	5.0	---	---	0.9161
15x15B	5.0	---	---	0.9321
15x15C	5.0	---	---	0.9271
15x15D	5.0	---	---	0.9290
15x15E	5.0	---	---	0.9309
15x15F	5.0	0.3897	0.9333	0.9332
15x15G	5.0	---	---	0.8972
15x15H	5.0	---	0.9399	0.9399
16x16A	5.0	---	---	0.90*60*~~21~~
17x17A	5.0	---	0.9320	0.9332
17x17B	5.0	---	---	0.9316
17x17C	5.0	---	---	0.9312

Note: The HI-STORM results are for internally dry (no moderator) HI-STORM storage casks with full water reflection on all sides, the HI-TRAC results are for internally fully flooded HI-TRAC transfer casks (which are part of the HI-STORM 100 System) with full water reflection on all sides, and the HI-STAR results are for unreflected, internally fully flooded HI-STAR casks.

† The term "maximum k_{eff}" as used here, and elsewhere in this document, means the highest possible k-effective, including bias, uncertainties, and calculational statistics, evaluated for the worst case combination of manufacturing tolerances.

Table 6.1.5

BOUNDING MAXIMUM k_{eff} VALUES FOR EACH ASSEMBLY CLASS IN THE MPC-32 ~~AND MPC-32F~~ FOR 4.1% ENRICHMENT

Fuel Assembly Class	Maximum Allowable Enrichment (wt% ^{235}U)	Minimum Soluble Boron Concentration (ppm)	Maximum† k_{eff}		
			HI-STORM	HI-TRAC	HI-STAR
14x14A	4.1	1300	---	---	0.9041
14x14B	4.1	1300	---	---	0.9257
14x14C	4.1	1300	---	---	0.9423
14x14D	4.1	1300	---	---	0.8970
14x14E	4.1	1300	---	---	0.7340
15x15A	4.1	1800	---	---	0.9206
15x15B	4.1	1800	---	---	0.9397
15x15C	4.1	1800	---	---	0.9266
15x15D	4.1	1900	---	---	0.9384
15x15E	4.1	1900	---	---	0.9365
15x15F	4.1	1900	0.4691	0.9403	0.9411
15x15G	4.1	1800	---	---	0.9147
15x15H	4.1	1900	---	---	0.9276
16x16A	4.1	1*4*~~3~~00	---	---	0.9*375*~~468~~
17x17A	4.1	1900	---	---	0.9111
17x17B	4.1	1900	---	---	0.9309
17x17C	4.1	1900	---	0.9365	0.9355

Note: The HI-STORM results are for internally dry (no moderator) HI-STORM storage casks with full water reflection on all sides, the HI-TRAC results are for internally fully flooded HI-TRAC transfer casks (which are part of the HI-STORM 100 System) with full water reflection on all sides, and the HI-STAR results are for unreflected, internally fully flooded HI-STAR casks.

† The term "maximum k_{eff} " as used here, and elsewhere in this document, means the highest possible k-effective, including bias, uncertainties, and calculational statistics, evaluated for the worst case combination of manufacturing tolerances.

Table 6.1.6

BOUNDING MAXIMUM k_{eff} VALUES FOR EACH ASSEMBLY CLASS IN THE MPC-32 ~~AND MPC-32F~~ FOR 5.0% ENRICHMENT

Fuel Assembly Class	**Maximum Allowable Enrichment (wt% ^{235}U)**	**Minimum Soluble Boron Concentration (ppm)**	**Maximum† k_{eff}**		
			HI-STORM	**HI-TRAC**	**HI-STAR**
14x14A	5.0	1900	---	---	0.9000
14x14B	5.0	1900	---	---	0.9214
14x14C	5.0	1900	---	---	0.9480
14x14D	5.0	1900	---	---	0.9050
14x14E	5.0	1900	---	---	0.7415
15x15A	5.0	2500	---	---	0.9230
15x15B	5.0	2500	---	---	0.9429
15x15C	5.0	2500	---	---	0.9307
15x15D	5.0	2600	---	---	0.9466
15x15E	5.0	2600	---	---	0.9434
15x15F	5.0	2600	0.5142	0.9470	0.9483
15x15G	5.0	2500	---	---	0.9251
15x15H	5.0	2600	---	---	0.9333
16x16A	5.0	*20*~~19~~00	---	---	0.94*29*~~74~~
17x17A	5.0	2600	---	---	0.9161
17x17B	5.0	2600	---	---	0.9371
17x17C	5.0	2600	---	0.9436	0.9437

Note: The HI-STORM results are for internally dry (no moderator) HI-STORM storage casks with full water reflection on all sides, the HI-TRAC results are for internally fully flooded HI-TRAC transfer casks (which are part of the HI-STORM 100 System) with full water reflection on all sides, and the HI-STAR results are for unreflected, internally fully flooded HI-STAR casks.

† The term "maximum k_{eff} " as used here, and elsewhere in this document, means the highest possible k-effective, including bias, uncertainties, and calculational statistics, evaluated for the worst case combination of manufacturing tolerances.

Table 6.1.7

BOUNDING MAXIMUM k_{eff} VALUES FOR EACH ASSEMBLY CLASS IN THE MPC-68 ~~AND MPC-68FF~~

Fuel Assembly Class	**Maximum Allowable Planar-Average Enrichment (wt% ^{235}U)**	**Maximum† k_{eff}**		
		HI-STORM	**HI-TRAC**	**HI-STAR**
6x6A	2.7††	---	0.7886	0.7888†††
6x6B‡	2.7††	---	0.7833	0.7824†††
6x6C	2.7††	0.2759	0.8024	0.8021†††
7x7A	2.7††	---	0.7963	0.7974†††
7x7B	4.2	0.4061	0.9385	0.9386
8x8A	2.7††	---	0.7690	0.7697†††
8x8B	4.2	0.3934	0.9427	0.9416
8x8C	4.2	0.3714	0.9429	0.9425
8x8D	4.2	---	0.9408	0.9403
8x8E	4.2	---	0.9309	0.9312
8x8F	4.0	---	0.9396	0.9411

Note: The HI-STORM results are for internally dry (no moderator) HI-STORM storage casks with full water reflection on all sides, the HI-TRAC results are for internally fully flooded HI-TRAC transfer casks (which are part of the HI-STORM 100 System) with full water reflection on all sides, and the HI-STAR results are for unreflected, internally fully flooded HI-STAR casks.

† The term "maximum k_{eff} " as used here, and elsewhere in this document, means the highest possible k-effective, including bias, uncertainties, and calculational statistics, evaluated for the worst case combination of manufacturing tolerances.

†† This calculation was performed for 3.0% planar-average enrichment, however, the authorized contents are limited to a maximum planar-average enrichment of 2.7%. Therefore, the listed maximum k_{eff} value is conservative.

††† This calculation was performed for a ^{10}B loading of 0.0067 g/cm^2, which is 75% of a minimum ^{10}B loading of 0.0089 g/cm^2. The minimum ^{10}B loading in the MPC-68 is at least 0.0310 g/cm^2. Therefore, the listed maximum k_{eff} value is conservative.

‡ Assemblies in this class contain both MOX and UO_2 pins. The composition of the MOX fuel pins is given in Table 6.3.4. The maximum allowable planar-average enrichment for the MOX pins is given in the specification of authorized contents in Section 2.1.9.

Table 6.1.7 (continued)

BOUNDING MAXIMUM k_{eff} VALUES FOR EACH ASSEMBLY CLASS IN THE MPC-68 ~~AND MPC-68FF~~

Fuel Assembly Class	**Maximum Allowable Planar-Average Enrichment (wt% ^{235}U)**	**Maximum† k_{eff}**		
		HI-STORM	**HI-TRAC**	**HI-STAR**
9x9A	4.2	0.3365	0.9434	0.9417
9x9B	4.2	---	0.9417	0.9436
9x9C	4.2	---	0.9377	0.9395
9x9D	4.2	---	0.9387	0.9394
9x9E	4.0		0.9402	0.9401
9x9F	4.0	---	0.9402	0.9401
9x9G	4.2	---	0.9307	0.9309
10x10A	4.2	0.3379	0.9448‡‡	0.9457*
10x10B	4.2	---	0.9443	0.9436
10x10C	4.2	---	0.9430	0.9433
10x10D	4.0	---	0.9383	0.9376
10x10E	4.0	---	0.9157	0.9185

Note: The HI-STORM results are for internally dry (no moderator) HI-STORM storage casks with full water reflection on all sides, the HI-TRAC results are for internally fully flooded HI-TRAC transfer casks (which are part of the HI-STORM 100 System) with full water reflection on all sides, and the HI-STAR results are for unreflected, internally fully flooded HI-STAR casks.

† The term "maximum k_{eff} " as used here, and elsewhere in this document, means the highest possible k-effective, including bias, uncertainties, and calculational statistics, evaluated for the worst case combination of manufacturing tolerances.

‡‡ KENO5a verification calculation resulted in a maximum k_{eff} of 0.9451.

* KENO5a verification calculation resulted in a maximum k_{eff} of 0.9453.

Table 6.1.8

BOUNDING MAXIMUM k_{eff} VALUES FOR EACH ASSEMBLY CLASS IN THE MPC-68F

Fuel Assembly Class	**Maximum Allowable Planar-Average Enrichment (wt% ^{235}U)**	**Maximum† k_{eff}**		
		HI-STORM	**HI-TRAC**	**HI-STAR**
6x6A	2.7††	---	0.7886	0.7888
6x6B†††	2.7	---	0.7833	0.7824
6x6C	2.7	0.2759	0.8024	0.8021
7x7A	2.7	---	0.7963	0.7974
8x8A	2.7	---	0.7690	0.7697

Notes:

1. The HI-STORM results are for internally dry (no moderator) HI-STORM storage casks with full water reflection on all sides, the HI-TRAC results are for internally fully flooded HI-TRAC transfer casks (which are part of the HI-STORM 100 System) with full water reflection on all sides, and the HI-STAR results are for unreflected, internally fully flooded HI-STAR casks.

2. These calculations were performed for a ^{10}B loading of 0.0067 g/cm^2, which is 75% of a minimum ^{10}B loading of 0.0089 g/cm^2. The minimum ^{10}B loading in the MPC-68F is 0.010 g/cm^2. Therefore, the listed maximum k_{eff} values are conservative.

† The term "maximum k_{eff} " as used here, and elsewhere in this document, means the highest possible k-effective, including bias, uncertainties, and calculational statistics, evaluated for the worst case combination of manufacturing tolerances.

†† These calculations were performed for 3.0% planar-average enrichment, however, the authorized contents are limited to a maximum planar-average enrichment of 2.7%. Therefore, the listed maximum k_{eff} values are conservative.

††† Assemblies in this class contain both MOX and UO_2 pins. The composition of the MOX fuel pins is given in Table 6.3.4. The maximum allowable planar-average enrichment for the MOX pins is specified in the specification of authorized contents in Section 2.1.9.

Table 6.1.9

BOUNDING MAXIMUM k_{eff} VALUES FOR THE MPC-24E~~ AND MPC-24EF~~
WITH UP TO 4 DFCs

Fuel Assembly Class	Maximum Allowable Enrichment (wt% ^{235}U)		Minimum Soluble Boron Concentration (ppm)	Maximum k_{eff}	
	Intact Fuel	Damaged Fuel and Fuel Debris		HI-TRAC	HI-STAR
All PWR Classes	4.0	4.0	0	0.9486	0.9480
All PWR Classes	5.0	5.0	600	0.9177	0.9185

Table 6.1.10

BOUNDING MAXIMUM k_{eff} VALUES FOR THE MPC-68~~, MPC-68F~~ AND MPC-68F~~F~~
WITH UP TO 68 DFCs

Fuel Assembly Class	Maximum Allowable Planar-Average Enrichment (wt% ^{235}U)		Maximum k_{eff}	
	Intact Fuel	Damaged Fuel and Fuel Debris	HI-TRAC	HI-STAR
6x6A, 6x6B, 6x6C, 7x7A, 8x8A	2.7	2.7	0.8024	0.8021

Table 6.1.11

BOUNDING MAXIMUM k_{eff} VALUES FOR THE MPC-68~~ AND MPC-68FF~~
WITH UP TO 16 DFCs

Fuel Assembly Class	Maximum Allowable Planar-Average Enrichment (wt% ^{235}U)		Maximum k_{eff}	
	Intact Fuel	Damaged Fuel and Fuel Debris	HI-TRAC	HI-STAR
All BWR Classes	3.7	4.0	0.9328	0.9328

Table 6.1.12

BOUNDING MAXIMUM k_{eff} VALUES FOR THE MPC-32~~ AND MPC-32F~~
WITH UP TO 8 DFCs

Fuel Assembly Class of Intact Fuel	**Maximum Allowable Enrichment for Intact Fuel and Damaged Fuel/Fuel Debris (wt% ^{235}U)**	**Minimum Soluble Boron Content (ppm)**	**Maximum k_{eff}**	
			HI-TRAC	**HI-STAR**
14x14A, B, C, D, E	4.1	1500	---	0.9336
	5.0	2300	---	0.9269
15x15A, B, C, G	4.1	1900	0.9349	0.9350
	5.0	2700	---	0.9365
15x15D, E, F, H	4.1	2100	---	0.9340
	5.0	2900	0.9382	0.9397
16x16A	4.1	1500	---	0.93*48*~~35~~
	5.0	2300	---	0.92*99*~~89~~
17x17A, B, C	4.1	2100	---	0.9294
	5.0	2900	---	0.9367

6.2 SPENT FUEL LOADING

Specifications for the BWR and PWR fuel assemblies that were analyzed are given in Tables 6.2.1 and 6.2.2, respectively. For the BWR fuel characteristics, the number and dimensions for the water rods are the actual number and dimensions. For the PWR fuel characteristics, the actual number and dimensions of the control rod guide tubes and thimbles are used. Table 6.2.1 lists 72 unique BWR assemblies while Table 6.2.2 lists 46 unique PWR assemblies, all of which were explicitly analyzed for this evaluation. Examination of Tables 6.2.1 and 6.2.2 reveals that there are a large number of minor variations in fuel assembly dimensions.

Due to the large number of minor variations in the fuel assembly dimensions, the use of explicit dimensions in defining the authorized contents could limit the applicability of the HI-STORM 100 System. To resolve this limitation, bounding criticality analyses are presented in this section for a number of defined fuel assembly classes for both fuel types (PWR and BWR). The results of the bounding criticality analyses justify using bounding fuel dimensions for defining the authorized contents.

6.2.1 Definition of Assembly Classes

For each array size (e.g., 6x6, 7x7, 15x15, etc.), the fuel assemblies have been subdivided into a number of defined classes, where a class is defined in terms of (1) the number of fuel rods; (2) pitch; (3) number and locations of guide tubes (PWR) or water rods (BWR); and (4) cladding material. The assembly classes for BWR and PWR fuel are defined in Tables 6.2.1 and 6.2.2, respectively. It should be noted that these assembly classes are unique to this evaluation and are not known to be consistent with any class designations in the open literature.

For each assembly class, calculations have been performed for all of the dimensional variations for which data is available (i.e., all data in Tables 6.2.1 and 6.2.2). These calculations demonstrate that the maximum reactivity corresponds to:

- maximum active fuel length,
- maximum fuel pellet diameter,
- minimum cladding outside diameter (OD),
- maximum cladding inside diameter (ID),
- minimum guide tube/water rod thickness, and
- maximum channel thickness (for BWR assemblies only).

Therefore, for each assembly class, a bounding assembly was defined based on the above characteristics and a calculation for the bounding assembly was performed to demonstrate compliance with the regulatory requirement of $k_{eff} < 0.95$. In some assembly classes this bounding assembly corresponds directly to one of the actual (real) assemblies; while in most assembly classes, the bounding assembly is artificial (i.e., based on bounding dimensions from

more than one of the actual assemblies). In classes where the bounding assembly is artificial, the reactivity of the actual (real) assemblies is typically much less than that of the bounding assembly; thereby providing additional conservatism. As a result of these analyses, the authorized contents in Section 2.1.9 are defined in terms of the bounding assembly parameters for each class.

To demonstrate that the aforementioned characteristics are bounding, a parametric study was performed for a reference BWR assembly, designated herein as 8x8C04 (identified generally as a GE8x8R). Additionally, parametric studies were performed for a PWR assembly (the 15x15F assembly class) in the MPC-24 and MPC-32 with soluble boron in the water flooding the MPC. The results of these studies are shown in Table 6.2.3 through 6.2.5, and verify the positive reactivity effect associated with (1) increasing the pellet diameter, (2) maximizing the cladding ID (while maintaining a constant cladding OD), (3) minimizing the cladding OD (while maintaining a constant cladding ID), (4) decreasing the water rod/guide tube thickness, (5) artificially replacing the Zircaloy water rod tubes/guide tubes with water, (6) maximizing the channel thickness (for BWR Assemblies), and (7) increasing the active length. These results, and the many that follow, justify the approach for using bounding dimensions for defining the authorized contents. Where margins permit, the Zircaloy water rod tubes (BWR assemblies) are artificially replaced by water in the bounding cases to remove the requirement for water rod thickness from the specification of the authorized contents. As these studies were performed with and without soluble boron, they also demonstrate that the bounding dimensions are valid independent of the soluble boron concentration.

As mentioned, the bounding approach used in these analyses often results in a maximum k_{eff} value for a given class of assemblies that is much greater than the reactivity of any of the actual (real) assemblies within the class, and yet, is still below the 0.95 regulatory limit.

6.2.2 Intact PWR Fuel Assemblies

6.2.2.1 Intact PWR Fuel Assemblies in the MPC-24 without Soluble Boron

For PWR fuel assemblies (specifications listed in Table 6.2.2) the 15x15F01 fuel assembly at 4.1% enrichment has the highest reactivity (maximum k_{eff} of 0.9395). The 17x17A01 assembly (otherwise known as a Westinghouse 17x17 OFA) has a similar reactivity (see Table 6.2.20) and was used throughout this criticality evaluation as a reference PWR assembly. The 17x17A01 assembly is a representative PWR fuel assembly in terms of design and reactivity and is useful for the reactivity studies presented in Sections 6.3 and 6.4. Calculations for the various PWR fuel assemblies in the MPC-24 are summarized in Tables 6.2.6 through 6.2.22 for the fully flooded condition without soluble boron in the water.

Tables 6.2.6 through 6.2.22 show the maximum k_{eff} values for the assembly classes that are acceptable for storage in the MPC-24. All maximum k_{eff} values include the bias, uncertainties,

and calculational statistics, evaluated for the worst combination of manufacturing tolerances. All calculations for the MPC-24 were performed for a ^{10}B loading of 0.020 g/cm^2, which is 75% of the minimum loadingof 0.0267 g/cm^2 for Boral, or 90% of the minimum loading of 0.0223 g/cm^2 for Metamic. The maximum allowable enrichment in the MPC-24 varies from 3.8 to 5.0 wt% ^{235}U, depending on the assembly class, and is defined in Tables 6.2.6 through 6.2.22. It should be noted that the maximum allowable enrichment does not vary within an assembly class. Table 6.1.1 summarizes the maximum allowable enrichments for each of the assembly classes that are acceptable for storage in the MPC-24.

Tables 6.2.6 through 6.2.22 are formatted with the assembly class information in the top row, the unique assembly designations, dimensions, and k_{eff} values in the following rows above the bold double lines, and the bounding dimensions selected to define the authorized contents and corresponding bounding k_{eff} values in the final rows. Where the bounding assembly corresponds directly to one of the actual assemblies, the fuel assembly designation is listed in the bottom row in parentheses (e.g., Table 6.2.6). Otherwise, the bounding assembly is given a unique designation. For an assembly class that contains only a single assembly (e.g., 14x14D, see Table 6.2.9), the authorized contents dimensions are based on the assembly dimensions from that single assembly. All of the maximum k_{eff} values corresponding to the selected bounding dimensions are greater than or equal to those for the actual assembly dimensions and are below the 0.95 regulatory limit.

The results of the analyses for the MPC-24, which were performed for all assemblies in each class (see Tables 6.2.6 through 6.2.22), further confirm the validity of the bounding dimensions established in Section 6.2.1. Thus, for all following calculations, namely analyses of the MPC-24E, MPC-32, and MPC-24 with soluble boron present in the water, only the bounding assembly in each class is analyzed.

6.2.2.2 Intact PWR Fuel Assemblies in the MPC-24 with Soluble Boron

Additionally, the HI-STAR 100 system is designed to allow credit for the soluble boron typically present in the water of PWR spent fuel pools. For a minimum soluble boron concentration of 400ppm, the maximum allowable fuel enrichment is 5.0 wt% ^{235}U for all assembly classes identified in Tables 6.2.6 through 6.2.22. Table 6.1.2 shows the maximum k_{eff} for the bounding assembly in each assembly class. All maximum k_{eff} values are below the 0.95 regulatory limit. The 15x15H assembly class has the highest reactivity (maximum k_{eff} of 0.9366). The calculated k_{eff} and calculational uncertainty for each class is listed in Appendix 6.C.

6.2.2.3 Intact PWR Assemblies in the MPC-24E ~~and MPC-24EF~~ with and without Soluble Boron

The MPC-24E ~~and MPC-24EF are~~*is a* variation~~s~~ of the MPC-24, which provide*s* for storage of higher enriched fuel than the MPC-24 through optimization of the storage cell layout. The MPC-24E ~~and MPC-24EF~~ also allow*s* for the loading of up to 4 PWR Damaged Fuel Containers

(DFC) with damaged PWR fuel ~~(MPC-24E and MPC-24EF)~~ and PWR fuel debris ~~(MPC-24EF only)~~. The requirements for damaged fuel and fuel debris in the MPC-24E ~~and MPC-24EF~~ *is*~~are~~ discussed in Section 6.2.4.3.

Without credit for soluble boron, the maximum allowable fuel enrichment varies between 4.2 and 5.0 wt% ^{235}U, depending on the assembly classes as identified in Tables 6.2.6 through 6.2.22. The maximum allowable enrichment for each assembly class is listed in Table 6.1.3, together with the maximum k_{eff} for the bounding assembly in the assembly class. All maximum k_{eff} values are below the 0.95 regulatory limit The 15x15F assembly class at 4.5% enrichment has the highest reactivity (maximum k_{eff} of 0.9468). The calculated k_{eff} and calculational uncertainty for each class is listed in Appendix 6.C.

For a minimum soluble boron concentration of 300ppm, the maximum allowable fuel enrichment is 5.0 wt% ^{235}U for all assembly classes identified in Tables 6.2.6 through 6.2.22. Table 6.1.4 shows the maximum k_{eff} for the bounding assembly in each assembly class. All maximum k_{eff} values are below the 0.95 regulatory limit. The 15x15H assembly class has the highest reactivity (maximum k_{eff} of 0.9399). The calculated k_{eff} and calculational uncertainty for each class is listed in Appendix 6.C.

6.2.2.4 Intact PWR Assemblies in the MPC-32 ~~and MPC-32F~~

When loading any PWR fuel assembly in the MPC-32 ~~or MPC-32F~~, a minimum soluble boron concentration is required.

For a maximum allowable fuel enrichment of 4.1 wt% ^{235}U for all assembly classes identified in Tables 6.2.6 through 6.2.22, a minimum soluble boron concentration between 1300ppm and 1900ppm is required, depending on the assembly class. Table 6.1.5 shows the maximum k_{eff} for the bounding assembly in each assembly class. All maximum k_{eff} values are below the 0.95 regulatory limit. The 16x16A assembly class has the highest reactivity (maximum k_{eff} of 0.9468). The calculated k_{eff} and calculational uncertainty for each class is listed in Appendix 6.C.

For a maximum allowable fuel enrichment of 5.0 wt% ^{235}U for all assembly classes identified in Tables 6.2.6 through 6.2.22, a minimum soluble boron concentration between 1900ppm and 2600ppm is required, depending on the assembly class. Table 6.1.6 shows the maximum k_{eff} for the bounding assembly in each assembly class. All maximum k_{eff} values are below the 0.95 regulatory limit. The 15x15F assembly class has the highest reactivity (maximum k_{eff} of 0.9483). The calculated k_{eff} and calculational uncertainty for each class is listed in Appendix 6.C.

6.2.3 Intact BWR Fuel Assemblies in the MPC-68~~ and MPC-68FF~~

For BWR fuel assemblies (specifications listed in Table 6.2.1) the artificial bounding assembly for the 10x10A assembly class at 4.2% enrichment has the highest reactivity (maximum k_{eff} of 0.9457). Calculations for the various BWR fuel assemblies in the MPC-68 ~~and MPC-68FF~~ are summarized in Tables 6.2.23 through 6.2.40 for the fully flooded condition. In all cases, the gadolinia (Gd_2O_3) normally incorporated in BWR fuel was conservatively neglected.

For calculations involving BWR assemblies, the use of a uniform (planar-average) enrichment, as opposed to the distributed enrichments normally used in BWR fuel, produces conservative results. Calculations confirming this statement are presented in Appendix 6.B for several representative BWR fuel assembly designs. These calculations justify the specification of planar-average enrichments to define acceptability of BWR fuel for loading into the MPC-68.

Tables 6.2.23 through 6.2.40 show the maximum k_{eff} values for assembly classes that are acceptable for storage in the MPC-68~~ and MPC-68FF~~. All maximum k_{eff} values include the bias, uncertainties, and calculational statistics, evaluated for the worst combination of manufacturing tolerances. With the exception of assembly classes 6x6A, 6x6B, 6x6C, 7x7A, and 8x8A, which will be discussed in Section 6.2.4, all calculations for the MPC-68 ~~and MPC-68FF~~ were performed with a ^{10}B loading of 0.0279 g/cm^2, which is 75% of the minimum loading of 0.0372 g/cm^2 for Boral, or 90% of the minimum loading of 0.031 g/cm^2 for Metamic. Calculations for assembly classes 6x6A, 6x6B, 6x6C, 7x7A, and 8x8A were conservatively performed with a ^{10}B loading of 0.0067 g/cm^2. The maximum allowable enrichment in the MPC-68 ~~and MPC-68FF~~ varies from 2.7 to 4.2 wt% ^{235}U, depending on the assembly class. It should be noted that the maximum allowable enrichment does not vary within an assembly class. Table 6.1.7 summarizes the maximum allowable enrichments for all assembly classes that are acceptable for storage in the MPC-68~~ and MPC-68FF~~.

Tables 6.2.23 through 6.2.40 are formatted with the assembly class information in the top row, the unique assembly designations, dimensions, and k_{eff} values in the following rows above the bold double lines, and the bounding dimensions selected to define the authorized contents and corresponding bounding k_{eff} values in the final rows. Where an assembly class contains only a single assembly (e.g., 8x8E, see Table 6.2.27), the authorized contents dimensions are based on the assembly dimensions from that single assembly. For assembly classes that are suspected to contain assemblies with thicker channels (e.g., 120 mils), bounding calculations are also performed to qualify the thicker channels (e.g. 7x7B, see Table 6.2.23). All of the maximum k_{eff} values corresponding to the selected bounding dimensions are shown to be greater than or equal to those for the actual assembly dimensions and are below the 0.95 regulatory limit.

For assembly classes that contain partial length rods (i.e., 9x9A, 10x10A, and 10x10B), calculations were performed for the actual (real) assembly configuration and for the axial segments (assumed to be full length) with and without the partial length rods. In all cases, the axial segment with only the full length rods present (where the partial length rods are absent) is

bounding. Therefore, the bounding maximum k_{eff} values reported for assembly classes that contain partial length rods bound the reactivity regardless of the active fuel length of the partial length rods. As a result, the specification of the authorized contents has no minimum requirement for the active fuel length of the partial length rods.

For BWR fuel assembly classes where margins permit, the Zircaloy water rod tubes are artificially replaced by water in the bounding cases to remove the requirement for water rod thickness from the specification of the authorized contents. For these cases, the bounding water rod thickness is listed as zero.

As mentioned, the highest observed maximum k_{eff} value is 0.9457, corresponding to the artificial bounding assembly in the 10x10A assembly class. This assembly has the following bounding characteristics: (1) the partial length rods are assumed to be zero length (most reactive configuration); (2) the channel is assumed to be 120 mils thick; and (3) the active fuel length of the full length rods is 155 inches. Therefore, the maximum reactivity value is bounding compared to any of the real BWR assemblies listed.

6.2.4 BWR and PWR Damaged Fuel Assemblies and Fuel Debris

In addition to storing intact PWR and BWR fuel assemblies, the HI-STORM 100 System is designed to store BWR and PWR damaged fuel assemblies and fuel debris. Damaged fuel assemblies and fuel debris are defined in Table 1.0.1. Both damaged fuel assemblies and fuel debris are required to be loaded into Damaged Fuel Containers (DFCs) prior to being loaded into the MPC. Five different DFC types with different cross sections are considered; three types for BWR fuel and two for PWR fuel. ~~DFCs containing fuel debris must be stored in the MPC-68F, MPC-68FF, MPC-24EF or MPC-32F.~~ DFCs containing BWR damaged fuel assemblies *and fuel debris* may be stored in the MPC-68 *or*~~,~~ MPC-68F~~ or MPC-68FF~~. DFCs containing PWR damaged fuel may be stored in the MPC-24E *or*~~,~~ ~~MPC-24EF,~~ MPC-32~~ or MPC-32F~~. The criticality evaluation of various possible damaged conditions of the fuel is presented in Subsection 6.4.4.

6.2.4.1 Damaged BWR Fuel Assemblies and BWR Fuel Debris in Assembly Classes 6x6A, 6x6B, 6x6C, 7x7A and 8x8A

Tables 6.2.41 through 6.2.45 show the maximum k_{eff} values for the five assembly classes 6x6A, 6x6B, 6x6C, 7x7A and 8x8A. All maximum k_{eff} values include the bias, uncertainties, and calculational statistics, evaluated for the worst combination of manufacturing tolerances. All calculations were performed for a ^{10}B loading of 0.0067 g/cm^2, which is 75% of a minimum loading, 0.0089 g/cm^2. However, because the practical manufacturing lower limit for minimum ^{10}B loading is 0.01 g/cm^2, the minimum ^{10}B loading of 0.01 g/cm^2 is specified on the drawing in Section 1.5, for the MPC-68F. As an additional level of conservatism in the analyses, the calculations were performed for an enrichment of 3.0 wt% ^{235}U, while the maximum allowable

enrichment for these assembly classes is limited to 2.7 wt% ^{235}U in the specification of the authorized contents. Therefore, the maximum k_{eff} values for damaged BWR fuel assemblies and fuel debris are conservative. Calculations for the various BWR fuel assemblies in the MPC-68F are summarized in Tables 6.2.41 through 6.2.45 for the fully flooded condition.

For the assemblies that may be stored as damaged fuel or fuel debris, the 6x6C01 assembly at 3.0 wt% ^{235}U enrichment has the highest reactivity (maximum k_{eff} of 0.8021). Considering all of the conservatism built into this analysis (e.g., higher than allowed enrichment and lower than actual ^{10}B loading), the actual reactivity will be lower.

Because the analysis for the damaged BWR fuel assemblies and fuel debris was performed for a ^{10}B loading of 0.0089 g/cm^2, which conservatively bounds the analysis of damaged BWR fuel assemblies in an MPC-68 ~~or MPC-68FF~~ with a minimum ^{10}B loading of 0.0372 g/cm^2, damaged BWR fuel assemblies *or fuel debris* may ~~also~~ be stored in the MPC-68 or MPC-68F~~F. However, fuel debris is limited to the MPC-68F and MPC-68FF by the specification of the authorized contents.~~

Tables 6.2.41 through 6.2.45 are formatted with the assembly class information in the top row, the unique assembly designations, dimensions, and k_{eff} values in the following rows above the bold double lines, and the bounding dimensions selected to define the authorized contents and corresponding bounding k_{eff} values in the final rows. Where an assembly class contains only a single assembly (e.g., 6x6C, see Table 6.2.43), the authorized contents dimensions are based on the assembly dimensions from that single assembly. All of the maximum k_{eff} values corresponding to the selected bounding dimensions are greater than or equal to those for the actual assembly dimensions and are well below the 0.95 regulatory limit.

6.2.4.2 Damaged BWR Fuel Assemblies and Fuel Debris in the MPC-68 ~~and MPC-68FF~~

Damaged BWR fuel assemblies and fuel debris from all BWR classes may be loaded into the MPC-68 ~~and MPC-68FF~~ by restricting the locations of the DFCs to 16 specific cells on the periphery of the fuel basket. The MPC-68 may be loaded with up to 16 DFCs containing damaged fuel assemblies,~~. The MPC-68FF may also be loaded with up to 16 DFCs,~~ with up to 8 DFCs containing fuel debris.

For all assembly classes, the enrichment of the damaged fuel or fuel debris is limited to a maximum of 4.0 wt% ^{235}U, while the enrichment of the intact assemblies stored together with the damaged fuel is limited to a maximum of 3.7 wt% ^{235}U. The maximum k_{eff} is 0.9328. The criticality evaluation of the damaged fuel assemblies and fuel debris in the MPC-68 ~~and MPC-68FF~~ is presented in Section 6.4.4.2.

6.2.4.3 Damaged PWR Fuel Assemblies and Fuel Debris

In addition to storing intact PWR fuel assemblies, the HI-STORM 100 System is designed to store damaged PWR fuel assemblies ~~(MPC-24E, MPC-24EF, MPC-32 and MPC-32F)~~ and fuel debris (MPC-24E~~F~~ and MPC-32~~F only~~). Damaged fuel assemblies and fuel debris are defined in Table 1.0.1. Damaged PWR fuel assemblies and fuel debris are required to be loaded into PWR Damaged Fuel Containers (DFCs).

6.2.4.3.1 Damaged PWR Fuel Assemblies and Fuel Debris in the MPC-24E ~~and MPC-24EF~~

Up to four DFCs may be stored in the MPC-24E ~~or MPC-24EF~~. When loaded with damaged fuel and/or fuel debris, the maximum enrichment for intact and damaged fuel is 4.0 wt% ^{235}U for all assembly classes listed in Table 6.2.6 through 6.2.22 without credit for soluble boron. The maximum k_{eff} for these classes is 0.9486. For a minimum soluble boron concentration of 600ppm, the maximum enrichment for intact and damaged fuel is 5.0 wt% ^{235}U for all assembly classes listed in Table 6.2.6 through 6.2.22. The criticality evaluation of the damaged fuel is presented in Subsection 6.4.4.2.

6.2.4.3.2 Damaged PWR Fuel Assemblies and Fuel Debris in the MPC-32 ~~and MPC-32F~~

Up to eight DFCs may be stored in the MPC-32 ~~or MPC-32F~~. For a maximum allowable fuel enrichment of 4.1 wt% ^{235}U for intact fuel, damaged fuel and fuel debris for all assembly classes identified in Tables 6.2.6 through 6.2.22, a minimum soluble boron concentration between 1500ppm and 2100ppm is required, depending on the assembly class of the intact assembly. For a maximum allowable fuel enrichment of 5.0 wt% ^{235}U for intact fuel, damaged fuel and fuel debris, a minimum soluble boron concentration between 2300ppm and 2900ppm is required, depending on the assembly class of the intact assembly. Table 6.1.12 shows the maximum k_{eff} by assembly class. All maximum k_{eff} values are below the 0.95 regulatory limit.

6.2.5 Thoria Rod Canister

Additionally, the HI-STORM 100 System is designed to store a Thoria Rod Canister in the MPC-68 *or*~~,~~ MPC-68F ~~or MPC-68FF~~. The canister is similar to a DFC and contains 18 intact Thoria Rods placed in a separator assembly. The reactivity of the canister in the MPC is very low compared to the approved fuel assemblies (The ^{235}U content of these rods correspond to UO_2 rods with an initial enrichment of approximately 1.7 wt% ^{235}U). It is therefore permissible to the Thoria Rod Canister together with any approved content in a MPC-68 or MPC-68F. Specifications of the canister and the Thoria Rods that are used in the criticality evaluation are given in Table 6.2.46. The criticality evaluation*s* are presented in Subsection 6.4.6.

Table 6.2.1 (page 1 of 7)
BWR FUEL CHARACTERISTICS AND ASSEMBLY CLASS DEFINITIONS
(all dimensions are in inches)

Fuel Assembly Designation	Clad Material	Pitch	Number of Fuel Rods	Cladding OD	Cladding Thickness	Pellet Diameter	Active Fuel Length	Number of Water Rods	Water Rod OD	Water Rod ID	Channel Thickness	Channel ID
6x6A Assembly Class												
6x6A01	Zr	0.694	36	0.5645	0.0350	0.4940	110.0	0	n/a	n/a	0.060	4.290
6x6A02	Zr	0.694	36	0.5645	0.0360	0.4820	110.0	0	n/a	n/a	0.060	4.290
6x6A03	Zr	0.694	36	0.5645	0.0350	0.4820	110.0	0	n/a	n/a	0.060	4.290
6x6A04	Zr	0.694	36	0.5550	0.0350	0.4820	110.0	0	n/a	n/a	0.060	4.290
6x6A05	Zr	0.696	36	0.5625	0.0350	0.4820	110.0	0	n/a	n/a	0.060	4.290
6x6A06	Zr	0.696	35	0.5625	0.0350	0.4820	110.0	1	0.0	0.0	0.060	4.290
6x6A07	Zr	0.700	36	0.5555	0.03525	0.4780	110.0	0	n/a	n/a	0.060	4.290
6x6A08	Zr	0.710	36	0.5625	0.0260	0.4980	110.0	0	n/a	n/a	0.060	4.290
6x6B (MOX) Assembly Class												
6x6B01	Zr	0.694	36	0.5645	0.0350	0.4820	110.0	0	n/a	n/a	0.060	4.290
6x6B02	Zr	0.694	36	0.5625	0.0350	0.4820	110.0	0	n/a	n/a	0.060	4.290
6x6B03	Zr	0.696	36	0.5625	0.0350	0.4820	110.0	0	n/a	n/a	0.060	4.290
6x6B04	Zr	0.696	35	0.5625	0.0350	0.4820	110.0	1	0.0	0.0	0.060	4.290
6x6B05	Zr	0.710	35	0.5625	0.0350	0.4820	110.0	1	0.0	0.0	0.060	4.290
6x6C Assembly Class												
6x6C01	Zr	0.740	36	0.5630	0.0320	0.4880	77.5	0	n/a	n/a	0.060	4.542
7x7A Assembly Class												
7x7A01	Zr	0.631	49	0.4860	0.0328	0.4110	80	0	n/a	n/a	0.060	4.542

Table 6.2.1 (page 2 of 7)
BWR FUEL CHARACTERISTICS AND ASSEMBLY CLASS DEFINITIONS
(all dimensions are in inches)

Fuel Assembly Designation	Clad Material	Pitch	Number of Fuel Rods	Cladding OD	Cladding Thickness	Pellet Diameter	Active Fuel Length	Number of Water Rods	Water Rod OD	Water Rod ID	Channel Thickness	Channel ID
7x7B Assembly Class												
7x7B01	Zr	0.738	49	0.5630	0.0320	0.4870	150	0	n/a	n/a	0.080	5.278
7x7B02	Zr	0.738	49	0.5630	0.0370	0.4770	150	0	n/a	n/a	0.102	5.291
7x7B03	Zr	0.738	49	0.5630	0.0370	0.4770	150	0	n/a	n/a	0.080	5.278
7x7B04	Zr	0.738	49	0.5700	0.0355	0.4880	150	0	n/a	n/a	0.080	5.278
7x7B05	Zr	0.738	49	0.5630	0.0340	0.4775	150	0	n/a	n/a	0.080	5.278
7x7B06	Zr	0.738	49	0.5700	0.0355	0.4910	150	0	n/a	n/a	0.080	5.278
8x8A Assembly Class												
8x8A01	Zr	0.523	64	0.4120	0.0250	0.3580	110	0	n/a	n/a	0.100	4.290
8x8A02	Zr	0.523	63	0.4120	0.0250	0.3580	120	0	n/a	n/a	0.100	4.290

Table 6.2.1 (page 3 of 7)
BWR FUEL CHARACTERISTICS AND ASSEMBLY CLASS DEFINITIONS
(all dimensions are in inches)

Fuel Assembly Designation	Clad Material	Pitch	Number of Fuel Rods	Cladding OD	Cladding Thickness	Pellet Diameter	Active Fuel Length	Number of Water Rods	Water Rod OD	Water Rod ID	Channel Thickness	Channel ID
8x8B Assembly Class												
8x8B01	Zr	0.641	63	0.4840	0.0350	0.4050	150	1	0.484	0.414	0.100	5.278
8x8B02	Zr	0.636	63	0.4840	0.0350	0.4050	150	1	0.484	0.414	0.100	5.278
8x8B03	Zr	0.640	63	0.4930	0.0340	0.4160	150	1	0.493	0.425	0.100	5.278
8x8B04	Zr	0.642	64	0.5015	0.0360	0.4195	150	0	n/a	n/a	0.100	5.278
8x8C Assembly Class												
8x8C01	Zr	0.641	62	0.4840	0.0350	0.4050	150	2	0.484	0.414	0.100	5.278
8x8C02	Zr	0.640	62	0.4830	0.0320	0.4100	150	2	0.591	0.531	0.000	no channel
8x8C03	Zr	0.640	62	0.4830	0.0320	0.4100	150	2	0.591	0.531	0.080	5.278
8x8C04	Zr	0.640	62	0.4830	0.0320	0.4100	150	2	0.591	0.531	0.100	5.278
8x8C05	Zr	0.640	62	0.4830	0.0320	0.4100	150	2	0.591	0.531	0.120	5.278
8x8C06	Zr	0.640	62	0.4830	0.0320	0.4110	150	2	0.591	0.531	0.100	5.278
8x8C07	Zr	0.640	62	0.4830	0.0340	0.4100	150	2	0.591	0.531	0.100	5.278
8x8C08	Zr	0.640	62	0.4830	0.0320	0.4100	150	2	0.493	0.425	0.100	5.278
8x8C09	Zr	0.640	62	0.4930	0.0340	0.4160	150	2	0.493	0.425	0.100	5.278
8x8C10	Zr	0.640	62	0.4830	0.0340	0.4100	150	2	0.591	0.531	0.120	5.278
8x8C11	Zr	0.640	62	0.4830	0.0340	0.4100	150	2	0.591	0.531	0.120	5.215
8x8C12	Zr	0.636	62	0.4830	0.0320	0.4110	150	2	0.591	0.531	0.120	5.215

Table 6.2.1 (page 4 of 7)
BWR FUEL CHARACTERISTICS AND ASSEMBLY CLASS DEFINITIONS
(all dimensions are in inches)

Fuel Assembly Designation	Clad Material	Pitch	Number of Fuel Rods	Cladding OD	Cladding Thickness	Pellet Diameter	Active Fuel Length	Number of Water Rods	Water Rod OD	Water Rod ID	Channel Thickness	Channel ID
8x8D Assembly Class												
8x8D01	Zr	0.640	60	0.4830	0.0320	0.4110	150	2 large/ 2 small	0.591/ 0.483	0.531/ 0.433	0.100	5.278
8x8D02	Zr	0.640	60	0.4830	0.0320	0.4110	150	4	0.591	0.531	0.100	5.278
8x8D03	Zr	0.640	60	0.4830	0.0320	0.4110	150	4	0.483	0.433	0.100	5.278
8x8D04	Zr	0.640	60	0.4830	0.0320	0.4110	150	1	1.34	1.26	0.100	5.278
8x8D05	Zr	0.640	60	0.4830	0.0320	0.4100	150	1	1.34	1.26	0.100	5.278
8x8D06	Zr	0.640	60	0.4830	0.0320	0.4110	150	1	1.34	1.26	0.120	5.278
8x8D07	Zr	0.640	60	0.4830	0.0320	0.4110	150	1	1.34	1.26	0.080	5.278
8x8D08	Zr	0.640	61	0.4830	0.0300	0.4140	150	3	0.591	0.531	0.080	5.278
8x8E Assembly Class												
8x8E01	Zr	0.640	59	0.4930	0.0340	0.4160	150	5	0.493	0.425	0.100	5.278
8x8F Assembly Class												
8x8F01	Zr	0.609	64	0.4576	0.0290	0.3913	150	4†	0.291†	0.228†	0.055	5.390
9x9A Assembly Class												
9x9A01	Zr	0.566	74	0.4400	0.0280	0.3760	150	2	0.98	0.92	0.100	5.278
9x9A02	Zr	0.566	66	0.4400	0.0280	0.3760	150	2	0.98	0.92	0.100	5.278
9x9A03	Zr	0.566	74/66	0.4400	0.0280	0.3760	150/90	2	0.98	0.92	0.100	5.278
9x9A04	Zr	0.566	66	0.4400	0.0280	0.3760	150	2	0.98	0.92	0.120	5.278

† Four rectangular water cross segments dividing the assembly into four quadrants

Table 6.2.1 (page 5 of 7)
BWR FUEL CHARACTERISTICS AND ASSEMBLY CLASS DEFINITIONS
(all dimensions are in inches)

Fuel Assembly Designation	Clad Material	Pitch	Number of Fuel Rods	Cladding OD	Cladding Thickness	Pellet Diameter	Active Fuel Length	Number of Water Rods	Water Rod OD	Water Rod ID	Channel Thickness	Channel ID
9x9B Assembly Class												
9x9B01	Zr	0.569	72	0.4330	0.0262	0.3737	150	1	1.516	1.459	0.100	5.278
9x9B02	Zr	0.569	72	0.4330	0.0260	0.3737	150	1	1.516	1.459	0.100	5.278
9x9B03	Zr	0.572	72	0.4330	0.0260	0.3737	150	1	1.516	1.459	0.100	5.278
9x9C Assembly Class												
9x9C01	Zr	0.572	80	0.4230	0.0295	0.3565	150	1	0.512	0.472	0.100	5.278
9x9D Assembly Class												
9x9D01	Zr	0.572	79	0.4240	0.0300	0.3565	150	2	0.424	0.364	0.100	5.278
9x9E Assembly Class†												
9x9E01	Zr	0.572	76	0.4170	0.0265	0.3530	150	5	0.546	0.522	0.120	5.215
9x9E02	Zr	0.572	48 28	0.4170 0.4430	0.0265 0.0285	0.3530 0.3745	150	5	0.546	0.522	0.120	5.215

† The 9x9E and 9x9F fuel assembly classes represent a single fuel type containing fuel rods with different dimensions (SPC 9x9-5). In addition to the actual configuration (9x9E02 and 9x9F02), the 9x9E class contains a hypothetical assembly with only small fuel rods (9x9E01), and the 9x9F class contains a hypothetical assembly with only large rods (9x9F01). This was done in order to simplify the specification of this assembly in Section 2.1.9.

Table 6.2.1 (page 6 of 7)
BWR FUEL CHARACTERISTICS AND ASSEMBLY CLASS DEFINITIONS
(all dimensions are in inches)

Fuel Assembly Designation	Clad Material	Pitch	Number of Fuel Rods	Cladding OD	Cladding Thickness	Pellet Diameter	Active Fuel Length	Number of Water Rods	Water Rod OD	Water Rod ID	Channel Thickness	Channel ID
9x9F Assembly Class*												
9x9F01	Zr	0.572	76	0.4430	0.0285	0.3745	150	5	0.546	0.522	0.120	5.215
9x9F02	Zr	0.572	48 28	0.4170 0.4430	0.0265 0.0285	0.3530 0.3745	150	5	0.546	0.522	0.120	5.215
9x9G Assembly Class												
9x9G01	Zr	0.572	72	0.4240	0.0300	0.3565	150	1	1.668	1.604	0.120	5.278
10x10A Assembly Class												
10x10A01	Zr	0.510	92	0.4040	0.0260	0.3450	155	2	0.980	0.920	0.100	5.278
10x10A02	Zr	0.510	78	0.4040	0.0260	0.3450	155	2	0.980	0.920	0.100	5.278
10x10A03	Zr	0.510	92/78	0.4040	0.0260	0.3450	155/90	2	0.980	0.920	0.100	5.278
10x10B Assembly Class												
10x10B01	Zr	0.510	91	0.3957	0.0239	0.3413	155	1	1.378	1.321	0.100	5.278
10x10B02	Zr	0.510	83	0.3957	0.0239	0.3413	155	1	1.378	1.321	0.100	5.278
10x10B03	Zr	0.510	91/83	0.3957	0.0239	0.3413	155/90	1	1.378	1.321	0.100	5.278

* The 9x9E and 9x9F fuel assembly classes represent a single fuel type containing fuel rods with different dimensions (SPC 9x9-5). In addition to the actual configuration (9x9E02 and 9x9F02), the 9x9E class contains a hypothetical assembly with only small fuel rods (9x9E01), and the 9x9F class contains a hypothetical assembly with only large rods (9x9F01). This was done in order to simplify the specification of this assembly in Section 2.1.9.

Table 6.2.1 (page 7 of 7)
BWR FUEL CHARACTERISTICS AND ASSEMBLY CLASS DEFINITIONS
(all dimensions are in inches)

Fuel Assembly Designation	Clad Material	Pitch	Number of Fuel Rods	Cladding OD	Cladding Thickness	Pellet Diameter	Active Fuel Length	Number of Water Rods	Water Rod OD	Water Rod ID	Channel Thickness	Channel ID
10x10C Assembly Class												
10x10C01	Zr	0.488	96	0.3780	0.0243	0.3224	150	5	1.227	1.165	0.055	5.347
10x10D Assembly Class												
10x10D01	SS	0.565	100	0.3960	0.0200	0.3500	83	0	n/a	n/a	0.08	5.663
10x10E Assembly Class												
10x10E01	SS	0.557	96	0.3940	0.0220	0.3430	83	4	0.3940	0.3500	0.08	5.663

Table 6.2.2 (page 1 of 4)
PWR FUEL CHARACTERISTICS AND ASSEMBLY CLASS DEFINITIONS
(all dimensions are in inches)

Fuel Assembly Designation	Clad Material	Pitch	Number of Fuel Rods	Cladding OD	Cladding Thickness	Pellet Diameter	Active Fuel Length	Number of Guide Tubes	Guide Tube OD	Guide Tube ID	Guide Tube Thickness
14x14A Assembly Class											
14x14A01	Zr	0.556	179	0.400	0.0243	0.3444	150	17	0.527	0.493	0.0170
14x14A02	Zr	0.556	179	0.400	0.0243	0.3444	150	17	0.528	0.490	0.0190
14x14A03	Zr	0.556	179	0.400	0.0243	0.3444	150	17	0.526	0.492	0.0170
14x14B Assembly Class											
14x14B01	Zr	0.556	179	0.422	0.0243	0.3659	150	17	0.539	0.505	0.0170
14x14B02	Zr	0.556	179	0.417	0.0295	0.3505	150	17	0.541	0.507	0.0170
14x14B03	Zr	0.556	179	0.424	0.0300	0.3565	150	17	0.541	0.507	0.0170
14x14B04	Zr	0.556	179	0.426	0.0310	0.3565	150	17	0.541	0.507	0.0170
14x14C Assembly Class											
14x14C01	Zr	0.580	176	0.440	0.0280	0.3765	150	5	1.115	1.035	0.0400
14x14C02	Zr	0.580	176	0.440	0.0280	0.3770	150	5	1.115	1.035	0.0400
14x14C03	Zr	0.580	176	0.440	0.0260	0.3805	150	5	1.111	1.035	0.0380
14x14D Assembly Class											
14x14D01	SS	0.556	180	0.422	0.0165	0.3835	144	16	0.543	0.514	0.0145

Table 6.2.2 (page 2 of 4)
PWR FUEL CHARACTERISTICS AND ASSEMBLY CLASS DEFINITIONS
(all dimensions are in inches)

Fuel Assembly Designation	Clad Material	Pitch	Number of Fuel Rods	Cladding OD	Cladding Thickness	Pellet Diameter	Active Fuel Length	Number of Guide Tubes	Guide Tube OD	Guide Tube ID	Guide Tube Thickness
14x14E Assembly Class											
14x14E01†	SS	0.453 and 0.441	162 3 8	0.3415 0.3415 0.3415	0.0120 0.0285 0.0200	0.313 0.280 0.297	102	0	n/a	n/a	n/a
14x14E02†	SS	0.453 and 0.441	173	0.3415	0.0120	0.313	102	0	n/a	n/a	n/a
14x14E03†	SS	0.453 and 0.441	173	0.3415	0.0285	0.0280	102	0	n/a	n/a	n/a
15x15A Assembly Class											
15x15A01	Zr	0.550	204	0.418	0.0260	0.3580	150	21	0.533	0.500	0.0165

† This is the fuel assembly used at Indian Point 1 (IP-1). This assembly is a 14x14 assembly with 23 fuel rods omitted to allow passage of control rods between assemblies. It has a different pitch in different sections of the assembly, and different fuel rod dimensions in some rods.

Table 6.2.2 (page 3 of 4)
PWR FUEL CHARACTERISTICS AND ASSEMBLY CLASS DEFINITIONS
(all dimensions are in inches)

Fuel Assembly Designation	Clad Material	Pitch	Number of Fuel Rods	Cladding OD	Cladding Thickness	Pellet Diameter	Active Fuel Length	Number of Guide Tubes	Guide Tube OD	Guide Tube ID	Guide Tube Thickness
15x15B Assembly Class											
15x15B01	Zr	0.563	204	0.422	0.0245	0.3660	150	21	0.533	0.499	0.0170
15x15B02	Zr	0.563	204	0.422	0.0245	0.3660	150	21	0.546	0.512	0.0170
15x15B03	Zr	0.563	204	0.422	0.0243	0.3660	150	21	0.533	0.499	0.0170
15x15B04	Zr	0.563	204	0.422	0.0243	0.3659	150	21	0.545	0.515	0.0150
15x15B05	Zr	0.563	204	0.422	0.0242	0.3659	150	21	0.545	0.515	0.0150
15x15B06	Zr	0.563	204	0.420	0.0240	0.3671	150	21	0.544	0.514	0.0150
15x15C Assembly Class											
15x15C01	Zr	0.563	204	0.424	0.0300	0.3570	150	21	0.544	0.493	0.0255
15x15C02	Zr	0.563	204	0.424	0.0300	0.3570	150	21	0.544	0.511	0.0165
15x15C03	Zr	0.563	204	0.424	0.0300	0.3565	150	21	0.544	0.511	0.0165
15x15C04	Zr	0.563	204	0.417	0.0300	0.3565	150	21	0.544	0.511	0.0165
15x15D Assembly Class											
15x15D01	Zr	0.568	208	0.430	0.0265	0.3690	150	17	0.530	0.498	0.0160
15x15D02	Zr	0.568	208	0.430	0.0265	0.3686	150	17	0.530	0.498	0.0160
15x15D03	Zr	0.568	208	0.430	0.0265	0.3700	150	17	0.530	0.499	0.0155
15x15D04	Zr	0.568	208	0.430	0.0250	0.3735	150	17	0.530	0.500	0.0150
15x15E Assembly Class											
15x15E01	Zr	0.568	208	0.428	0.0245	0.3707	150	17	0.528	0.500	0.0140
15x15F Assembly Class											
15x15F01	Zr	0.568	208	0.428	0.0230	0.3742	150	17	0.528	0.500	0.0140

Table 6.2.2 (page 4 of 4)
PWR FUEL CHARACTERISTICS AND ASSEMBLY CLASS DEFINITIONS
(all dimensions are in inches)

Fuel Assembly Designation	Clad Material	Pitch	Number of Fuel Rods	Cladding OD	Cladding Thickness	Pellet Diameter	Active Fuel Length	Number of Guide Tubes	Guide Tube OD	Guide Tube ID	Guide Tube Thickness
15x15G Assembly Class											
15x15G01	SS	0.563	204	0.422	0.0165	0.3825	144	21	0.543	0.514	0.0145
15x15H Assembly Class											
15x15H01	Zr	0.568	208	0.414	0.0220	0.3622	150	17	0.528	0.500	0.0140
16x16A Assembly Class											
16x16A01	Zr	0.506	236	0.382	0.0250	0.3255	150	5	0.980	0.900	0.0400
16x16A02	Zr	0.506	236	0.382	0.0250	0.3250	150	5	0.980	0.900	0.0400
16x16A03	*Zr*	*0.506*	*236*	*0.382*	*0.0235*	*0.3255*	*150*	*5*	*0.970*	*0.900*	*0.0350*
17x17A Assembly Class											
17x17A01	Zr	0.496	264	0.360	0.0225	0.3088	150	25	0.474	0.442	0.0160
17x17A02	Zr	0.496	264	0.360	0.0250	0.3030	150	25	0.480	0.448	0.0160
17x17B Assembly Class											
17x17B01	Zr	0.496	264	0.374	0.0225	0.3225	150	25	0.482	0.450	0.0160
17x17B02	Zr	0.496	264	0.374	0.0225	0.3225	150	25	0.474	0.442	0.0160
17x17B03	Zr	0.496	264	0.376	0.0240	0.3215	150	25	0.480	0.448	0.0160
17x17B04	Zr	0.496	264	0.372	0.0205	0.3232	150	25	0.427	0.399	0.0140
17x17B05	Zr	0.496	264	0.374	0.0240	0.3195	150	25	0.482	0.450	0.0160
17x17B06	Zr	0.496	264	0.372	0.0205	0.3232	150	25	0.480	0.452	0.0140
17x17C Assembly Class											
17x17C01	Zr	0.502	264	0.379	0.0240	0.3232	150	25	0.472	0.432	0.0200
17x17C02	Zr	0.502	264	0.377	0.0220	0.3252	150	25	0.472	0.432	0.0200

Table 6.2.3
REACTIVITY EFFECT OF ASSEMBLY PARAMETER VARIATIONS for BWR Fuel in the MPC-68
(all dimensions are in inches)

Fuel Assembly/ Parameter Variation	reactivity effect	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	water rod thickness	channel thickness
8x8C04 (GE8x8R)	reference	0.9307	0.0007	0.483	0.419	0.032	0.410	0.030	0.100
increase pellet OD (+0.001)	+0.0005	0.9312	0.0007	0.483	0.419	0.032	0.411	0.030	0.100
decrease pellet OD (-0.001)	-0.0008	0.9299	0.0009	0.483	0.419	0.032	0.409	0.030	0.100
increase clad ID (+0.004)	+0.0027	0.9334	0.0007	0.483	0.423	0.030	0.410	0.030	0.100
decrease clad ID (-0.004)	-0.0034	0.9273	0.0007	0.483	0.415	0.034	0.410	0.030	0.100
increase clad OD (+0.004)	-0.0041	0.9266	0.0008	0.487	0.419	0.034	0.410	0.030	0.100
decrease clad OD (-0.004)	+0.0023	0.9330	0.0007	0.479	0.419	0.030	0.410	0.030	0.100
increase water rod thickness (+0.015)	-0.0019	0.9288	0.0008	0.483	0.419	0.032	0.410	0.045	0.100
decrease water rod thickness (-0.015)	+0.0001	0.9308	0.0008	0.483	0.419	0.032	0.410	0.015	0.100
remove water rods (i.e., replace the water rod tubes with water)	+0.0021	0.9328	0.0008	0.483	0.419	0.032	0.410	0.000	0.100
remove channel	-0.0039	0.9268	0.0009	0.483	0.419	0.032	0.410	0.030	0.000
increase channel thickness (+0.020)	+0.0005	0.9312	0.0007	0.483	0.419	0.032	0.410	0.030	0.120
reduced active length (120 Inches)	-0.0007	0.9300	0.0007	0.483	0.419	0.032	0.410	0.030	0.100
reduced active length (90 Inches)	-0.0043	0.9264	0.0007	0.483	0.419	0.032	0.410	0.030	0.100

Table 6.2.4
REACTIVITY EFFECT OF ASSEMBLY PARAMETER VARIATIONS in PWR Fuel in the MPC 24 with 400ppm soluble boron concentration
(all dimensions are in inches)

Fuel Assembly/ Parameter Variation	reactivity effect	calculated k_{eff}	standard deviation	cladding OD	Cladding ID	cladding thickness	pellet OD	guide tube thickness
15x15F (15x15 B&W, 5.0% E)	reference	0.9271	0.0005	0.4280	0.3820	0.0230	0.3742	0.0140
increase pellet OD (+0.001)	-0.0008	0.9263	0.0004	0.4280	0.3820	0.0230	0.3752	0.0140
decrease pellet OD (-0.001)	-0.0002	0.9269	0.0005	0.4280	0.3820	0.0230	0.3732	0.0140
increase clad ID (+0.004)	+0.0040	0.9311	0.0005	0.4280	0.3860	0.0210	0.3742	0.0140
decrease clad ID (-0.004)	-0.0033	0.9238	0.0004	0.4280	0.3780	0.0250	0.3742	0.0140
increase clad OD (+0.004)	-0.0042	0.9229	0.0004	0.4320	0.3820	0.0250	0.3742	0.0140
decrease clad OD (-0.004)	+0.0035	0.9306	0.0005	0.4240	0.3820	0.0210	0.3742	0.0140
increase guide tube thickness (+0.004)	-0.0008	0.9263	0.0005	0.4280	0.3820	0.0230	0.3742	0.0180
decrease guide tube thickness (-0.004)	+0.0006	0.9277	0.0004	0.4280	0.3820	0.0230	0.3742	0.0100
remove guide tubes (i.e., replace the guide tubes with water)	+0.0028	0.9299	0.0004	0.4280	0.3820	0.0230	0.3742	0.000
voided guide tubes	-0.0318	0.8953	0.0005	0.4280	0.3820	0.0230	0.3742	0.0140

Table 6.2.5
REACTIVITY EFFECT OF ASSEMBLY PARAMETER VARIATIONS in PWR Fuel in the MPC-32 with 2600ppm soluble boron concentration
(all dimensions are in inches)

Fuel Assembly/ Parameter Variation	reactivity effect	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	guide tube thickness
15x15F (15x15 B&W, 5.0% E)	reference	0.9389	0.0004	0.4280	0.3820	0.0230	0.3742	0.0140
increase pellet OD (+0.001)	+0.0019	0.9408	0.0004	0.4280	0.3820	0.0230	0.3752	0.0140
decrease pellet OD (-0.001)	0.0000	0.9389	0.0004	0.4280	0.3820	0.0230	0.3732	0.0140
increase clad ID (+0.004)	+0.0015	0.9404	0.0004	0.4280	0.3860	0.0210	0.3742	0.0140
decrease clad ID (-0.004)	-0.0015	0.9374	0.0004	0.4280	0.3780	0.0250	0.3742	0.0140
increase clad OD (+0.004)	-0.0002	0.9387	0.0004	0.4320	0.3820	0.0250	0.3742	0.0140
decrease clad OD (-0.004)	+0.0007	0.9397	0.0004	0.4240	0.3820	0.0210	0.3742	0.0140
increase guide tube thickness (+0.004)	-0.0003	0.9387	0.0004	0.4280	0.3820	0.0230	0.3742	0.0180
decrease guide tube thickness (-0.004)	-0.0005	0.9384	0.0004	0.4280	0.3820	0.0230	0.3742	0.0100
remove guide tubes (i.e., replace the guide tubes with water)	-0.0005	0.9385	0.0004	0.4280	0.3820	0.0230	0.3742	0.000
voided guide tubes	+0.0039	0.9428	0.0004	0.4280	0.3820	0.0230	0.3742	0.0140

Table 6.2. 6
MAXIMUM K_{EFF} VALUES FOR THE 14X14A ASSEMBLY CLASS IN THE MPC-24
(all dimensions are in inches)

14x14A (4.6% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.02 g/cm^2) 179 fuel rods, 17 guide tubes, pitch=0.556, Zr clad									
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	guide tube thickness
14x14A01	0.9295	0.9252	0.0008	0.400	0.3514	0.0243	0.3444	150	0.017
14x14A02	0.9286	0.9242	0.0008	0.400	0.3514	0.0243	0.3444	150	0.019
14x14A03	0.9296	0.9253	0.0008	0.400	0.3514	0.0243	0.3444	150	0.017
Dimensions Listed for Authorized Contents				0.400 (min.)	0.3514 (max.)		0.3444 (max.)	150 (max.)	0.017 (min.)
bounding dimensions (14x14A03)	0.9296	0.9253	0.0008	0.400	0.3514	0.0243	0.3444	150	0.017

Table 6.2.7
MAXIMUM K_{EFF} VALUES FOR THE 14X14B ASSEMBLY CLASS IN THE MPC-24
(all dimensions are in inches)

14x14B (4.6% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.02 g/cm^2) 179 fuel rods, 17 guide tubes, pitch=0.556, Zr clad									
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	guide tube thickness
14x14B01	0.9159	0.9117	0.0007	0.422	0.3734	0.0243	0.3659	150	0.017
14x14B02	0.9169	0.9126	0.0008	0.417	0.3580	0.0295	0.3505	150	0.017
14x14B03	0.9110	0.9065	0.0009	0.424	0.3640	0.0300	0.3565	150	0.017
14x14B04	0.9084	0.9039	0.0009	0.426	0.3640	0.0310	0.3565	150	0.017
Dimensions Listed for Authorized Contents				0.417 (min.)	0.3734 (max.)		0.3659 (max.)	150 (max.)	0.017 (min.)
bounding dimensions (B14x14B01)	0.9228	0.9185	0.0008	0.417	0.3734	0.0218	0.3659	150	0.017

Table 6.2.8
MAXIMUM K_{EFF} VALUES FOR THE 14X14C ASSEMBLY CLASS IN THE MPC-24
(all dimensions are in inches)

14x14C (4.6% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.02 g/cm^2) 176 fuel rods, 5 guide tubes, pitch=0.580, Zr clad									
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	Cladding ID	cladding thickness	pellet OD	fuel length	guide tube thickness
14x14C01	0.9258	0.9215	0.0008	0.440	0.3840	0.0280	0.3765	150	0.040
14x14C02	0.9265	0.9222	0.0008	0.440	0.3840	0.0280	0.3770	150	0.040
14x14C03	0.9287	0.9242	0.0009	0.440	0.3880	0.0260	0.3805	150	0.038
Dimensions Listed for Authorized Contents				0.440 (min.)	0.3880 (max.)		0.3805 (max.)	150 (max.)	0.038 (min.)
bounding dimensions (14x14C03)	0.9287	0.9242	0.0009	0.440	0.3880	0.0260	0.3805	150	0.038

Table 6.2.9
MAXIMUM K_{EFF} VALUES FOR THE 14X14D ASSEMBLY CLASS IN THE MPC-24
(all dimensions are in inches)

14x14D (4.0% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.02 g/cm^2) 180 fuel rods, 16 guide tubes, pitch=0.556, SS clad									
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	Cladding ID	cladding thickness	pellet OD	fuel length	guide tube thickness
14x14D01	0.8507	0.8464	0.0008	0.422	0.3890	0.0165	0.3835	144	0.0145
Dimensions Listed for Authorized Contents				0.422 (min.)	0.3890 (max.)		0.3835 (max.)	144 (max.)	0.0145 (min.)

Table 6.2.10
MAXIMUM K_{EFF} VALUES FOR THE 14X14E ASSEMBLY CLASS IN THE MPC-24
(all dimensions are in inches)

14x14E (5.0% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.02 g/cm^2) 173 fuel rods, 0 guide tubes, pitch=0.453 and 0.441, SS clad†									
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length††	guide tube thickness
14x14E01	0.7598	0.7555	0.0008	0.3415	0.3175 0.2845 0.3015	0.0120 0.0285 0.0200	0.3130 0.2800 0.2970	102	0.0000
14x14E02	0.7627	0.7586	0.0007	0.3415	0.3175	0.0120	0.3130	102	0.0000
14x14E03	0.6952	0.6909	0.0008	0.3415	0.2845	0.0285	0.2800	102	0.0000
Dimensions Listed for Authorized Contents				0.3415 (min.)	0.3175 (max.)		0.3130 (max.)	102 (max.)	0.0000 (min.)
Bounding dimensions (14x14E02)	0.7627	0.7586	0.0007	0.3415	0.3175	0.0120	0.3130	102	0.0000

† This is the IP-1 fuel assembly at Indian Point. This assembly is a 14x14 assembly with 23 fuel rods omitted to allow passage of control rods between assemblies. Fuel rod dimensions are bounding for each of the three types of rods found in the IP-1 fuel assembly.
†† Calculations were conservatively performed for a fuel length of 150 inches.

Table 6.2.11
MAXIMUM K_{EFF} VALUES FOR THE 15X15A ASSEMBLY CLASS IN THE MPC-24
(all dimensions are in inches)

15x15A (4.1% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.02 g/cm^2) 204 fuel rods, 21 guide tubes, pitch=0.550, Zr clad									
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	guide tube thickness
15x15A01	0.9204	0.9159	0.0009	0.418	0.3660	0.0260	0.3580	150	0.0165
Dimensions Listed for Authorized Contents				0.418 (min.)	0.3660 (max.)		0.3580 (max.)	150 (max.)	0.0165 (min.)

Table 6.2.12
MAXIMUM K_{EFF} VALUES FOR THE 15X15B ASSEMBLY CLASS IN THE MPC-24
(all dimensions are in inches)

15x15B (4.1% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.02 g/cm^2) 204 fuel rods, 21 guide tubes, pitch=0.563, Zr clad									
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	guide tube thickness
15x15B01	0.9369	0.9326	0.0008	0.422	0.3730	0.0245	0.3660	150	0.017
15x15B02	0.9338	0.9295	0.0008	0.422	0.3730	0.0245	0.3660	150	0.017
15x15B03	0.9362	0.9318	0.0008	0.422	0.3734	0.0243	0.3660	150	0.017
15x15B04	0.9370	0.9327	0.0008	0.422	0.3734	0.0243	0.3659	150	0.015
15x15B05	0.9356	0.9313	0.0008	0.422	0.3736	0.0242	0.3659	150	0.015
15x15B06	0.9366	0.9324	0.0007	0.420	0.3720	0.0240	0.3671	150	0.015
Dimensions Listed for Authorized Contents				0.420 (min.)	0.3736 (max.)		0.3671 (max.)	150 (max.)	0.015 (min.)
bounding dimensions (B15x15B01)	0.9388	0.9343	0.0009	0.420	0.3736	0.0232	0.3671	150	0.015

Table 6.2.13
MAXIMUM K_{EFF} VALUES FOR THE 15X15C ASSEMBLY CLASS IN THE MPC-24
(all dimensions are in inches)

15x15C (4.1% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.02 g/cm^2) 204 fuel rods, 21 guide tubes, pitch=0.563, Zr clad									
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	guide tube thickness
15x15C01	0.9255	0.9213	0.0007	0.424	0.3640	0.0300	0.3570	150	0.0255
15x15C02	0.9297	0.9255	0.0007	0.424	0.3640	0.0300	0.3570	150	0.0165
15x15C03	0.9297	0.9255	0.0007	0.424	0.3640	0.0300	0.3565	150	0.0165
15x15C04	0.9311	0.9268	0.0008	0.417	0.3570	0.0300	0.3565	150	0.0165
Dimensions Listed for Authorized Contents				0.417 (min.)	0.3640 (max.)		0.3570 (max.)	150 (max.)	0.0165 (min.)
bounding dimensions (B15x15C01)	0.9361	0.9316	0.0009	0.417	0.3640	0.0265	0.3570	150	0.0165

Table 6.2.14
MAXIMUM K_{EFF} VALUES FOR THE 15X15D ASSEMBLY CLASS IN THE MPC-24
(all dimensions are in inches)

15x15D (4.1% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.02 g/cm^2) 208 fuel rods, 17 guide tubes, pitch=0.568, Zr clad									
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	guide tube thickness
15x15D01	0.9341	0.9298	0.0008	0.430	0.3770	0.0265	0.3690	150	0.0160
15x15D02	0.9367	0.9324	0.0008	0.430	0.3770	0.0265	0.3686	150	0.0160
15x15D03	0.9354	0.9311	0.0008	0.430	0.3770	0.0265	0.3700	150	0.0155
15x15D04	0.9339	0.9292	0.0010	0.430	0.3800	0.0250	0.3735	150	0.0150
Dimensions Listed for Authorized Contents				0.430 (min.)	0.3800 (max.)		0.3735 (max.)	150 (max.)	0.0150 (min.)
bounding dimensions (15x15D04)	0.9339†	0.9292	0.0010	0.430	0.3800	0.0250	0.3735	150	0.0150

† The k_{eff} value listed for the 15x15D02 case is higher than that for the case with the bounding dimensions. Therefore, the 0.9367 (15x15D02) value is listed in Table 6.1.1 as the maximum.

Table 6.2.15
MAXIMUM K_{EFF} VALUES FOR THE 15X15E ASSEMBLY CLASS IN THE MPC-24
(all dimensions are in inches)

15x15E (4.1% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.02 g/cm^2) 208 fuel rods, 17 guide tubes, pitch=0.568, Zr clad									
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	guide tube thickness
15x15E01	0.9368	0.9325	0.0008	0.428	0.3790	0.0245	0.3707	150	0.0140
Dimensions Listed for Authorized Contents				0.428 (min.)	0.3790 (max.)		0.3707 (max.)	150 (max.)	0.0140 (min.)

Table 6.2.16
MAXIMUM K_{EFF} VALUES FOR THE 15X15F ASSEMBLY CLASS IN THE MPC-24
(all dimensions are in inches)

15x15F (4.1% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.02 g/cm^2) 208 fuel rods, 17 guide tubes, pitch=0.568, Zr clad									
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	guide tube thickness
15x15F01	0.9395†	0.9350	0.0009	0.428	0.3820	0.0230	0.3742	150	0.0140
Dimensions Listed for Authorized Contents				0.428 (min.)	0.3820 (max.)		0.3742 (max.)	150 (max.)	0.0140 (min.)

† KENO5a verification calculation resulted in a maximum k_{eff} of 0.9383.

Table 6.2.17
MAXIMUM K_{EFF} VALUES FOR THE 15X15G ASSEMBLY CLASS IN THE MPC-24
(all dimensions are in inches)

15x15G (4.0% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.02 g/cm^2) 204 fuel rods, 21 guide tubes, pitch=0.563, SS clad									
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	guide tube thickness
15x15G01	0.8876	0.8833	0.0008	0.422	0.3890	0.0165	0.3825	144	0.0145
Dimensions Listed for Authorized Contents				0.422 (min.)	0.3890 (max.)		0.3825 (max.)	144 (max.)	0.0145 (min.)

Table 6.2.18
MAXIMUM K_{EFF} VALUES FOR THE 15X15H ASSEMBLY CLASS IN THE MPC-24
(all dimensions are in inches)

15x15H (3.8% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.02 g/cm^2) 208 fuel rods, 17 guide tubes, pitch=0.568, Zr clad									
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	guide tube thickness
15x15H01	0.9337	0.9292	0.0009	0.414	0.3700	0.0220	0.3622	150	0.0140
Dimensions Listed for Authorized Contents				0.414 (min.)	0.3700 (max.)		0.3622 (max.)	150 (max.)	0.0140 (min.)

Table 6.2.19
MAXIMUM K_{EFF} VALUES FOR THE 16X16A ASSEMBLY CLASS IN THE MPC-24
(all dimensions are in inches)

16x16A (4.6% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.02 g/cm^2) 236 fuel rods, 5 guide tubes, pitch=0.506, Zr clad									
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	guide tube thickness
16x16A01	0.9287	0.9244	0.0008	0.382	0.3320	0.0250	0.3255	150	0.0400
16x16A02	0.9263	0.9221	0.0007	0.382	0.3320	0.0250	0.3250	150	0.0400
16x16A03	*0.9327*	*0.9282*	*0.0009*	*0.382*	*0.3350*	*0.0235*	*0.3255*	*150*	*0.0350*
Dimensions Listed for Authorized Contents				0.382 (min.)	0.33*5*~~2~~0 (max.)		0.3255 (max.)	150 (max.)	0.0*350*~~400~~ (min.)
bounding dimensions (16x16A0*3*~~1~~)	0.9*327*~~287~~	0.9*282*~~244~~	0.000*9*~~8~~	0.382	0.33*5*~~2~~0	0.02*35*~~50~~	0.3255	150	0.0*350*~~400~~

Table 6.2.20
MAXIMUM K_{EFF} VALUES FOR THE 17X17A ASSEMBLY CLASS IN THE MPC-24
(all dimensions are in inches)

17x17A (4.0% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.02 g/cm^2) 264 fuel rods, 25 guide tubes, pitch=0.496, Zr clad									
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	guide tube thickness
17x17A01	0.9368	0.9325	0.0008	0.360	0.3150	0.0225	0.3088	150	0.016
17x17A02	0.9329	0.9286	0.0008	0.360	0.3100	0.0250	0.3030	150	0.016
Dimensions Listed for Authorized Contents				0.360 (min.)	0.3150 (max.)		0.3088 (max.)	150 (max.)	0.016 (min.)
bounding dimensions (17x17A01)	0.9368	0.9325	0.0008	0.360	0.3150	0.0225	0.3088	150	0.016

Table 6.2.21
MAXIMUM K_{EFF} VALUES FOR THE 17X17B ASSEMBLY CLASS IN THE MPC-24
(all dimensions are in inches)

17x17B (4.0% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.02 g/cm^2) 264 fuel rods, 25 guide tubes, pitch=0.496, Zr clad									
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	Cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	guide tube thickness
17x17B01	0.9288	0.9243	0.0009	0.374	0.3290	0.0225	0.3225	150	0.016
17x17B02	0.9290	0.9247	0.0008	0.374	0.3290	0.0225	0.3225	150	0.016
17x17B03	0.9243	0.9199	0.0008	0.376	0.3280	0.0240	0.3215	150	0.016
17x17B04	0.9324	0.9279	0.0009	0.372	0.3310	0.0205	0.3232	150	0.014
17x17B05	0.9266	0.9222	0.0008	0.374	0.3260	0.0240	0.3195	150	0.016
17x17B06	0.9311	0.9268	0.0008	0.372	0.3310	0.0205	0.3232	150	0.014
Dimensions Listed for Authorized Contents				0.372 (min.)	0.3310 (max.)		0.3232 (max.)	150 (max.)	0.014 (min.)
bounding dimensions (17x17B06)	0.9311†	0.9268	0.0008	0.372	0.3310	0.0205	0.3232	150	0.014

† The k_{eff} value listed for the 17x17B04 case is higher than that for the case with the bounding dimensions. Therefore, the 0.9324 (17x17B04) value is listed in Table 6.1.1 as the maximum.

Table 6.2.22
MAXIMUM K_{EFF} VALUES FOR THE 17X17C ASSEMBLY CLASS IN THE MPC-24
(all dimensions are in inches)

17x17C (4.0% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.02 g/cm^2) 264 fuel rods, 25 guide tubes, pitch=0.502, Zr clad									
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	guide tube thickness
17x17C01	0.9293	0.9250	0.0008	0.379	0.3310	0.0240	0.3232	150	0.020
17x17C02	0.9336	0.9293	0.0008	0.377	0.3330	0.0220	0.3252	150	0.020
Dimensions Listed for Authorized Contents				0.377 (min.)	0.3330 (max.)		0.3252 (max.)	150 (max.)	0.020 (min.)
bounding dimensions (17x17C02)	0.9336	0.9293	0.0008	0.377	0.3330	0.0220	0.3252	150	0.020

Table 6.2.23
MAXIMUM K_{EFF} VALUES FOR THE 7X7B ASSEMBLY CLASS IN THE MPC-68 ~~and MPC-68FF~~
(all dimensions are in inches)

7x7B (4.2% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 49 fuel rods, 0 water rods, pitch=0.738, Zr clad										
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
7x7B01	0.9372	0.9330	0.0007	0.5630	0.4990	0.0320	0.4870	150	n/a	0.080
7x7B02	0.9301	0.9260	0.0007	0.5630	0.4890	0.0370	0.4770	150	n/a	0.102
7x7B03	0.9313	0.9271	0.0008	0.5630	0.4890	0.0370	0.4770	150	n/a	0.080
7x7B04	0.9311	0.9270	0.0007	0.5700	0.4990	0.0355	0.4880	150	n/a	0.080
7x7B05	0.9350	0.9306	0.0008	0.5630	0.4950	0.0340	0.4775	150	n/a	0.080
7x7B06	0.9298	0.9260	0.0006	0.5700	0.4990	0.0355	0.4910	150	n/a	0.080
Dimensions Listed for Authorized Contents				0.5630 (min.)	0.4990 (max.)		0.4910 (max.)	150 (max.)	n/a	0.120 (max.)
bounding dimensions (B7x7B01)	0.9375	0.9332	0.0008	0.5630	0.4990	0.0320	0.4910	150	n/a	0.102
bounding dimensions with 120 mil channel (B7x7B02)	0.9386	0.9344	0.0007	0.5630	0.4990	0.0320	0.4910	150	n/a	0.120

Table 6.2.24

MAXIMUM K_{EFF} VALUES FOR THE 8X8B ASSEMBLY CLASS IN THE MPC-68 ~~and MPC-68FF~~

(all dimensions are in inches)

8x8B (4.2% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 63 or 64 fuel rods†, 1 or 0 water rods†, pitch† = 0.636-0.642, Zr clad												
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	Fuel rods	Pitch	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
8x8B01	0.9310	0.9265	0.0009	63	0.641	0.4840	0.4140	0.0350	0.4050	150	0.035	0.100
8x8B02	0.9227	0.9185	0.0007	63	0.636	0.4840	0.4140	0.0350	0.4050	150	0.035	0.100
8x8B03	0.9299	0.9257	0.0008	63	0.640	0.4930	0.4250	0.0340	0.4160	150	0.034	0.100
8x8B04	0.9236	0.9194	0.0008	64	0.642	0.5015	0.4295	0.0360	0.4195	150	n/a	0.100
Dimensions Listed for Authorized Contents				63 or 64	0.636-0.642	0.4840 (min.)	0.4295 (max.)		0.4195 (max.)	150 (max.)	0.034	0.120 (max.)
bounding (pitch=0.636) (B8x8B01)	0.9346	0.9301	0.0009	63	0.636	0.4840	0.4295	0.02725	0.4195	150	0.034	0.120
bounding (pitch=0.640) (B8x8B02)	0.9385	0.9343	0.0008	63	0.640	0.4840	0.4295	0.02725	0.4195	150	0.034	0.120
bounding (pitch=0.642) (B8x8B03)	0.9416	0.9375	0.0007	63	0.642	0.4840	0.4295	0.02725	0.4195	150	0.034	0.120

† This assembly class was analyzed and qualified for a small variation in the pitch and a variation in the number of fuel and water rods.

Table 6.2.25

MAXIMUM K_{EFF} VALUES FOR THE 8X8C ASSEMBLY CLASS IN THE MPC-68 ~~and MPC-68FF~~

(all dimensions are in inches)

8x8C (4.2% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 62 fuel rods, 2 water rods, pitch† = 0.636-0.641, Zr clad											
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	pitch	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
8x8C01	0.9315	0.9273	0.0007	0.641	0.4840	0.4140	0.0350	0.4050	150	0.035	0.100
8x8C02	0.9313	0.9268	0.0009	0.640	0.4830	0.4190	0.0320	0.4100	150	0.030	0.000
8x8C03	0.9329	0.9286	0.0008	0.640	0.4830	0.4190	0.0320	0.4100	150	0.030	0.800
8x8C04	0.9348††	0.9307	0.0007	0.640	0.4830	0.4190	0.0320	0.4100	150	0.030	0.100
8x8C05	0.9353	0.9312	0.0007	0.640	0.4830	0.4190	0.0320	0.4100	150	0.030	0.120
8x8C06	0.9353	0.9312	0.0007	0.640	0.4830	0.4190	0.0320	0.4110	150	0.030	0.100
8x8C07	0.9314	0.9273	0.0007	0.640	0.4830	0.4150	0.0340	0.4100	150	0.030	0.100
8x8C08	0.9339	0.9298	0.0007	0.640	0.4830	0.4190	0.0320	0.4100	150	0.034	0.100
8x8C09	0.9301	0.9260	0.0007	0.640	0.4930	0.4250	0.0340	0.4160	150	0.034	0.100
8x8C10	0.9317	0.9275	0.0008	0.640	0.4830	0.4150	0.0340	0.4100	150	0.030	0.120
8x8C11	0.9328	0.9287	0.0007	0.640	0.4830	0.4150	0.0340	0.4100	150	0.030	0.120
8x8C12	0.9285	0.9242	0.0008	0.636	0.4830	0.4190	0.0320	0.4110	150	0.030	0.120
Dimensions Listed for Authorized Contents				0.636-0.641	0.4830 (min.)	0.4250 (max.)		0.4160 (max.)	150 (max.)	0.000 (min.)	0.120 (max.)
bounding (pitch=0.636) (B8x8C01)	0.9357	0.9313	0.0009	0.636	0.4830	0.4250	0.0290	0.4160	150	0.000	0.120
bounding (pitch=0.640) (B8x8C02)	0.9425	0.9384	0.0007	0.640	0.4830	0.4250	0.0290	0.4160	150	0.000	0.120
Bounding (pitch=0.641) (B8x8C03)	0.9418	0.9375	0.0008	0.641	0.4830	0.4250	0.0290	0.4160	150	0.000	0.120

† This assembly class was analyzed and qualified for a small variation in the pitch.

†† KENO5a verification calculation resulted in a maximum k_{eff} of 0.9343.

Table 6.2.26
MAXIMUM K_{EFF} VALUES FOR THE 8X8D ASSEMBLY CLASS IN THE MPC-68 ~~and MPC-68FF~~
(all dimensions are in inches)

8x8D (4.2% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 60-61 fuel rods, 1-4 water rods†, pitch=0.640, Zr clad										
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	Cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
8x8D01	0.9342	0.9302	0.0006	0.4830	0.4190	0.0320	0.4110	150	0.03/0.025	0.100
8x8D02	0.9325	0.9284	0.0007	0.4830	0.4190	0.0320	0.4110	150	0.030	0.100
8x8D03	0.9351	0.9309	0.0008	0.4830	0.4190	0.0320	0.4110	150	0.025	0.100
8x8D04	0.9338	0.9296	0.0007	0.4830	0.4190	0.0320	0.4110	150	0.040	0.100
8x8D05	0.9339	0.9294	0.0009	0.4830	0.4190	0.0320	0.4100	150	0.040	0.100
8x8D06	0.9365	0.9324	0.0007	0.4830	0.4190	0.0320	0.4110	150	0.040	0.120
8x8D07	0.9341	0.9297	0.0009	0.4830	0.4190	0.0320	0.4110	150	0.040	0.080
8x8D08	0.9376	0.9332	0.0009	0.4830	0.4230	0.0300	0.4140	150	0.030	0.080
Dimensions Listed for Authorized Contents				0.4830 (min.)	0.4230 (max.)		0.4140 (max.)	150 (max.)	0.000 (min.)	0.120 (max.)
bounding dimensions (B8x8D01)	0.9403	0.9363	0.0007	0.4830	0.4230	0.0300	0.4140	150	0.000	0.120

† Fuel assemblies 8x8D01 through 8x8D03 have 4 water rods that are similar in size to the fuel rods, while assemblies 8x8D04 through 8x8D07 have 1 large water rod that takes the place of the 4 water rods. Fuel assembly 8x8D08 contains 3 water rods that are similar in size to the fuel rods.

Table 6.2.27

MAXIMUM K_{EFF} VALUES FOR THE 8X8E ASSEMBLY CLASS IN THE MPC-68 ~~and MPC-68FF~~

(all dimensions are in inches)

8x8E (4.2% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 59 fuel rods, 5 water rods, pitch=0.640, Zr clad										
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
8x8E01	0.9312	0.9270	0.0008	0.4930	0.4250	0.0340	0.4160	150	0.034	0.100
Dimensions Listed for Authorized Contents				0.4930 (min.)	0.4250 (max.)		0.4160 (max.)	150 (max.)	0.034 (min.)	0.100 (max.)

Table 6.2.28
MAXIMUM K_{EFF} VALUES FOR THE 8X8F ASSEMBLY CLASS IN THE MPC-68~~ and MPC-68FF~~
(all dimensions are in inches)

8x8F (4.0% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 64 fuel rods, 4 rectangular water cross segments dividing the assembly into four quadrants, pitch=0.609, Zr clad										
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
8x8F01	0.9411	0.9366	0.0009	0.4576	0.3996	0.0290	0.3913	150	0.0315	0.055
Dimensions Listed for Authorized Contents				0.4576 (min.)	0.3996 (max.)		0.3913 (max.)	150 (max.)	0.0315 (min.)	0.055 (max.)

Table 6.2.29
MAXIMUM K_{EFF} VALUES FOR THE 9X9A ASSEMBLY CLASS IN THE MPC-68 ~~and MPC-68FF~~
(all dimensions are in inches)

9x9A (4.2% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 74/66 fuel rods†, 2 water rods, pitch=0.566, Zr clad										
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
9x9A01 (axial segment with all rods)	0.9353	0.9310	0.0008	0.4400	0.3840	0.0280	0.3760	150	0.030	0.100
9x9A02 (axial segment with only the full length rods)	0.9388	0.9345	0.0008	0.4400	0.3840	0.0280	0.3760	150	0.030	0.100
9x9A03 (actual three-dimensional representation of all rods)	0.9351	0.9310	0.0007	0.4400	0.3840	0.0280	0.3760	150/90	0.030	0.100
9x9A04 (axial segment with only the full length rods)	0.9396	0.9355	0.0007	0.4400	0.3840	0.0280	0.3760	150	0.030	0.120
Dimensions Listed for Authorized Contents				0.4400 (min.)	0.3840 (max.)		0.3760 (max.)	150 (max.)	0.000 (min.)	0.120 (max.)
bounding dimensions (axial segment with only the full length rods) (B9x9A01)	0.9417	0.9374	0.0008	0.4400	0.3840	0.0280	0.3760	150	0.000	0.120

† This assembly class contains 66 full length rods and 8 partial length rods. In order to eliminate a requirement on the length of the partial length rods, separate calculations were performed for the axial segments with and without the partial length rods.

Table 6.2.30
MAXIMUM K_{EFF} VALUES FOR THE 9X9B ASSEMBLY CLASS IN THE MPC-68 ~~and MPC-68FF~~
(all dimensions are in inches)

9x9B (4.2% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 72 fuel rods, 1 water rod (square, replacing 9 fuel rods), pitch=0.569 to 0.572†, Zr clad											
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	pitch	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
9x9B01	0.9380	0.9336	0.0008	0.569	0.4330	0.3807	0.0262	0.3737	150	0.0285	0.100
9x9B02	0.9373	0.9329	0.0009	0.569	0.4330	0.3810	0.0260	0.3737	150	0.0285	0.100
9x9B03	0.9417	0.9374	0.0008	0.572	0.4330	0.3810	0.0260	0.3737	150	0.0285	0.100
Dimensions Listed for Authorized Contents				0.572	0.4330 (min.)	0.3810 (max.)		0.3740 (max.)	150 (max.)	0.000 (min.)	0.120 (max.)
bounding dimensions (B9x9B01)	0.9436	0.9394	0.0008	0.572	0.4330	0.3810	0.0260	0.3740††	150	0.000	0.120

† This assembly class was analyzed and qualified for a small variation in the pitch.
†† This value was conservatively defined to be larger than any of the actual pellet diameters.

Table 6.2.31
MAXIMUM K_{EFF} VALUES FOR THE 9X9C ASSEMBLY CLASS IN THE MPC-68 ~~and MPC-68FF~~
(all dimensions are in inches)

9x9C (4.2% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 80 fuel rods, 1 water rods, pitch=0.572, Zr clad										
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
9x9C01	0.9395	0.9352	0.0008	0.4230	0.3640	0.0295	0.3565	150	0.020	0.100
Dimensions Listed for Authorized Contents				0.4230 (min.)	0.3640 (max.)		0.3565 (max.)	150 (max.)	0.020 (min.)	0.100 (max.)

Table 6.2.32
MAXIMUM K_{EFF} VALUES FOR THE 9X9D ASSEMBLY CLASS IN THE MPC-68~~ and MPC-68FF~~
(all dimensions are in inches)

9x9D (4.2% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 79 fuel rods, 2 water rods, pitch=0.572, Zr clad										
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
9x9D01	0.9394	0.9350	0.0009	0.4240	0.3640	0.0300	0.3565	150	0.0300	0.100
Dimensions Listed for Authorized Contents				0.4240 (min.)	0.3640 (max.)		0.3565 (max.)	150 (max.)	0.0300 (min.)	0.100 (max.)

Table 6.2.33

MAXIMUM K_{EFF} VALUES FOR THE 9X9E ASSEMBLY CLASS IN THE MPC-68 ~~and MPC-68FF~~

(all dimensions are in inches)

9x9E (4.0% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 76 fuel rods, 5 water rods, pitch=0.572, Zr clad										
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
9x9E01	0.9334	0.9293	0.0007	0.4170	0.3640	0.0265	0.3530	150	0.0120	0.120
9x9E02	0.9401	0.9359	0.0008	0.4170 0.4430	0.3640 0.3860	0.0265 0.0285	0.3530 0.3745	150	0.0120	0.120
Dimensions Listed for Authorized Contents†				0.4170 (min.)	0.3640 (max.)		0.3530 (max.)	150 (max.)	0.0120 (min.)	0.120 (max.)
bounding dimensions (9x9E02)	0.9401	0.9359	0.0008	0.4170 0.4430	0.3640 0.3860	0.0265 0.0285	0.3530 0.3745	150	0.0120	0.120

† This fuel assembly, also known as SPC 9x9-5, contains fuel rods with different cladding and pellet diameters which do not bound each other. To be consistent in the way fuel assemblies are listed for the authorized contents, two assembly classes (9x9E and 9x9F) are required to specify this assembly. Each class contains the actual geometry (9x9E02 and 9x9F02), as well as a hypothetical geometry with either all small rods (9x9E01) or all large rods (9x9F01). The Authorized Contents lists the small rod dimensions for class 9x9E and the large rod dimensions for class 9x9F, and a note that both classes are used to qualify the assembly. The analyses demonstrate that all configurations, including the actual geometry, are acceptable.

Table 6.2.34

MAXIMUM K_{EFF} VALUES FOR THE 9X9F ASSEMBLY CLASS IN THE MPC-68 ~~and MPC-68FF~~

(all dimensions are in inches)

9x9F (4.0% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 76 fuel rods, 5 water rods, pitch=0.572, Zr clad										
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
9x9F01	0.9307	0.9265	0.0007	0.4430	0.3860	0.0285	0.3745	150	0.0120	0.120
9x9F02	0.9401	0.9359	0.0008	0.4170 0.4430	0.3640 0.3860	0.0265 0.0285	0.3530 0.3745	150	0.0120	0.120
Dimensions Listed for Authorized Contents†				0.4430 (min.)	0.3860 (max.)		0.3745 (max.)	150 (max.)	0.0120 (min.)	0.120 (max.)
bounding dimensions (9x9F02)	0.9401	0.9359	0.0008	0.4170 0.4430	0.3640 0.3860	0.0265 0.0285	0.3530 0.3745	150	0.0120	0.120

† This fuel assembly, also known as SPC 9x9-5, contains fuel rods with different cladding and pellet diameters which do not bound each other. To be consistent in the way fuel assemblies are listed for the authorized contents, two assembly classes (9x9E and 9x9F) are required to specify this assembly. Each class contains the actual geometry (9x9E02 and 9x9F02), as well as a hypothetical geometry with either all small rods (9x9E01) or all large rods (9x9F01). The Authorized Contents lists the small rod dimensions for class 9x9E and the large rod dimensions for class 9x9F, and a note that both classes are used to qualify the assembly. The analyses demonstrate that all configurations, including the actual geometry, are acceptable.

Table 6.2.35
MAXIMUM K_{EFF} VALUES FOR THE 9X9G ASSEMBLY CLASS IN THE MPC-68 ~~and MPC-68FF~~
(all dimensions are in inches)

9x9G (4.2% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 72 fuel rods, 1 water rod (square, replacing 9 fuel rods), pitch=0.572, Zr clad										
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
9x9G01	0.9309	0.9265	0.0008	0.4240	0.3640	0.0300	0.3565	150	0.0320	0.120
Dimensions Listed for Authorized Contents				0.4240 (min.)	0.3640 (max.)		0.3565 (max.)	150 (max.)	0.0320 (min.)	0.120 (max.)

Table 6.2.36

MAXIMUM K_{EFF} VALUES FOR THE 10X10A ASSEMBLY CLASS IN THE MPC-68 ~~and MPC-68FF~~

(all dimensions are in inches)

10x10A (4.2% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 92/78 fuel rods†, 2 water rods, pitch=0.510, Zr clad										
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
10x10A01 (axial segment with all rods)	0.9377	0.9335	0.0008	0.4040	0.3520	0.0260	0.3450	155	0.030	0.100
10x10A02 (axial segment with only the full length rods)	0.9426	0.9386	0.0007	0.4040	0.3520	0.0260	0.3450	155	0.030	0.100
10x10A03 (actual three-dimensional representation of all rods)	0.9396	0.9356	0.0007	0.4040	0.3520	0.0260	0.3450	155/90	0.030	0.100
Dimensions Listed for Authorized Contents				0.4040 (min.)	0.3520 (max.)		0.3455 (max.)	150†† (max.)	0.030 (min.)	0.120 (max.)
bounding dimensions (axial segment with only the full length rods) (B10x10A01)	0.9457†††	0.9414	0.0008	0.4040	0.3520	0.0260	0.3455‡	155	0.030	0.120

† This assembly class contains 78 full-length rods and 14 partial-length rods. In order to eliminate the requirement on the length of the partial length rods, separate calculations were performed for axial segments with and without the partial length rods.

†† Although the analysis qualifies this assembly for a maximum active fuel length of 155 inches, the specification for the authorized contents limits the active fuel length to 150 inches. This is due to the fact that the fixed neutron absorber panels are 156 inches in length.

††† KENO5a verification calculation resulted in a maximum k_{eff} of 0.9453.

‡ This value was conservatively defined to be larger than any of the actual pellet diameters.

Table 6.2.37
MAXIMUM K_{EFF} VALUES FOR THE 10X10B ASSEMBLY CLASS IN THE MPC-68~~ and MPC-68FF~~
(all dimensions are in inches)

10x10B (4.2% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 91/83 fuel rods†, 1 water rods (square, replacing 9 fuel rods), pitch=0.510, Zr clad										
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
10x10B01 (axial segment with all rods)	0.9384	0.9341	0.0008	0.3957	0.3480	0.0239	0.3413	155	0.0285	0.100
10x10B02 (axial segment with only the full length rods)	0.9416	0.9373	0.0008	0.3957	0.3480	0.0239	0.3413	155	0.0285	0.100
10x10B03 (actual three-dimensional representation of all rods)	0.9375	0.9334	0.0007	0.3957	0.3480	0.0239	0.3413	155/90	0.0285	0.100
Dimensions Listed for Authorized Contents				0.3957 (min.)	0.3480 (max.)		0.3420 (max.)	150†† (max.)	0.000 (min.)	0.120 (max.)
bounding dimensions (axial segment with only the full length rods) (B10x10B01)	0.9436	0.9395	0.0007	0.3957	0.3480	0.0239	0.3420†††	155	0.000	0.120

† This assembly class contains 83 full length rods and 8 partial length rods. In order to eliminate a requirement on the length of the partial length rods, separate calculations were performed for the axial segments with and without the partial length rods.

†† Although the analysis qualifies this assembly for a maximum active fuel length of 155 inches, the specification for the authorized contents limits the active fuel length to 150 inches. This is due to the fact that the fixed neutron absorber panels are 156 inches in length.

††† This value was conservatively defined to be larger than any of the actual pellet diameters.

Table 6.2.38

MAXIMUM K_{EFF} VALUES FOR THE 10X10C ASSEMBLY CLASS IN THE MPC-68 ~~and MPC-68FF~~

(all dimensions are in inches)

10x10C (4.2% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 96 fuel rods, 5 water rods (1 center diamond and 4 rectangular), pitch=0.488, Zr clad										
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
10x10C01	0.9433	0.9392	0.0007	0.3780	0.3294	0.0243	0.3224	150	0.031	0.055
Dimensions Listed for Authorized Contents				0.3780 (min.)	0.3294 (max.)		0.3224 (max.)	150 (max.)	0.031 (min.)	0.055 (max.)

Table 6.2.39
MAXIMUM K_{EFF} VALUES FOR THE 10X10D ASSEMBLY CLASS IN THE MPC-68 ~~and MPC-68FF~~

(all dimensions are in inches)

10x10D (4.0% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 100 fuel rods, 0 water rods, pitch=0.565, SS clad										
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
10x10D01	0.9376	0.9333	0.0008	0.3960	0.3560	0.0200	0.350	83	n/a	0.080
Dimensions Listed for Authorized Contents				0.3960 (min.)	0.3560 (max.)		0.350 (max.)	83 (max.)	n/a	0.080 (max.)

Table 6.2.40
MAXIMUM K_{EFF} VALUES FOR THE 10X10E ASSEMBLY CLASS IN THE MPC-68 ~~and MPC-68FF~~

(all dimensions are in inches)

10x10E (4.0% Enrichment, fixed neutron absorber ^{10}B minimum loading of 0.0279 g/cm^2) 96 fuel rods, 4 water rods, pitch=0.557, SS clad										
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
10x10E01	0.9185	0.9144	0.0007	0.3940	0.3500	0.0220	0.3430	83	0.022	0.080
Dimensions Listed for Authorized Contents				0.3940 (min.)	0.3500 (max.)		0.3430 (max.)	83 (max.)	0.022 (min.)	0.080 (max.)

Table 6.2.41
MAXIMUM K_{EFF} VALUES FOR THE 6X6A ASSEMBLY CLASS IN THE MPC-68F and MPC-68~~FF~~
(all dimensions are in inches)

6x6A (3.0% Enrichment[†], fixed neutron absorber ^{10}B minimum loading of 0.0067 g/cm^2) 35 or 36 fuel rods[††], 1 or 0 water rods[††], pitch[††]=0.694 to 0.710, Zr clad												
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	pitch	fuel rods	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
6x6A01	0.7539	0.7498	0.0007	0.694	36	0.5645	0.4945	0.0350	0.4940	110	n/a	0.060
6x6A02	0.7517	0.7476	0.0007	0.694	36	0.5645	0.4925	0.0360	0.4820	110	n/a	0.060
6x6A03	0.7545	0.7501	0.0008	0.694	36	0.5645	0.4945	0.0350	0.4820	110	n/a	0.060
6x6A04	0.7537	0.7494	0.0008	0.694	36	0.5550	0.4850	0.0350	0.4820	110	n/a	0.060
6x6A05	0.7555	0.7512	0.0008	0.696	36	0.5625	0.4925	0.0350	0.4820	110	n/a	0.060
6x6A06	0.7618	0.7576	0.0008	0.696	35	0.5625	0.4925	0.0350	0.4820	110	0.0	0.060
6x6A07	0.7588	0.7550	0.0005	0.700	36	0.5555	0.4850	0.03525	0.4780	110	n/a	0.060
6x6A08	0.7808	0.7766	0.0007	0.710	36	0.5625	0.5105	0.0260	0.4980	110	n/a	0.060
Dimensions Listed for Authorized Contents				0.710 (max.)	35 or 36	0.5550 (min.)	0.5105 (max.)	0.02225	0.4980 (max.)	120 (max.)	0.0	0.060 (max.)
bounding dimensions (B6x6A01)	0.7727	0.7685	0.0007	0.694	35	0.5550	0.5105	0.02225	0.4980	120	0.0	0.060
bounding dimensions (B6x6A02)	0.7782	0.7738	0.0008	0.700	35	0.5550	0.5105	0.02225	0.4980	120	0.0	0.060
bounding dimensions (B6x6A03)	0.7888	0.7846	0.0007	0.710	35	0.5550	0.5105	0.02225	0.4980	120	0.0	0.060

† Although the calculations were performed for 3.0%, the enrichment is limited in the specification for the authorized contents to 2.7%.
†† This assembly class was analyzed and qualified for a small variation in the pitch and a variation in the number of fuel and water rods.

Table 6.2.42
MAXIMUM K_{EFF} VALUES FOR THE 6X6B ASSEMBLY CLASS IN THE MPC-68F and MPC-68~~FF~~
(all dimensions are in inches)

6x6B (3.0% Enrichment†, fixed neutron absorber ^{10}B minimum loading of 0.0067 g/cm^2) 35 or 36 fuel rods†† (up to 9 MOX rods), 1 or 0 water rods††, pitch††=0.694 to 0.710, Zr clad												
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	pitch	fuel rods	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
6x6B01	0.7604	0.7563	0.0007	0.694	36	0.5645	0.4945	0.0350	0.4820	110	n/a	0.060
6x6B02	0.7618	0.7577	0.0007	0.694	36	0.5625	0.4925	0.0350	0.4820	110	n/a	0.060
6x6B03	0.7619	0.7578	0.0007	0.696	36	0.5625	0.4925	0.0350	0.4820	110	n/a	0.060
6x6B04	0.7686	0.7644	0.0008	0.696	35	0.5625	0.4925	0.0350	0.4820	110	0.0	0.060
6x6B05	0.7824	0.7785	0.0006	0.710	35	0.5625	0.4925	0.0350	0.4820	110	0.0	0.060
Dimensions Listed for Authorized Contents				0.710 (max.)	35 or 36	0.5625 (min.)	0.4945 (max.)		0.4820 (max.)	120 (max.)	0.0	0.060 (max.)
bounding dimensions (B6x6B01)	0.7822†††	0.7783	0.0006	0.710	35	0.5625	0.4945	0.0340	0.4820	120	0.0	0.060

Note:

1. These assemblies contain up to 9 MOX pins. The composition of the MOX fuel pins is given in Table 6.3.4.

† The ^{235}U enrichment of the MOX and UO_2 pins is assumed to be 0.711% and 3.0%, respectively.
†† This assembly class was analyzed and qualified for a small variation in the pitch and a variation in the number of fuel and water rods.
††† The k_{eff} value listed for the 6x6B05 case is slightly higher than that for the case with the bounding dimensions. However, the difference (0.0002) is well within the statistical uncertainties, and thus, the two values are statistically equivalent (within 1σ). Therefore, the 0.7824 value is listed in Tables 6.1.7 and 6.1.8 as the maximum.

Table 6.2.43
MAXIMUM K_{EFF} VALUES FOR THE 6X6C ASSEMBLY CLASS IN THE MPC-68F and MPC-68~~FF~~

(all dimensions are in inches)

6x6C (3.0% Enrichment†, fixed neutron absorber ^{10}B minimum loading of 0.0067 g/cm^2) 36 fuel rods, 0 water rods, pitch=0.740, Zr clad										
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
6x6C01	0.8021	0.7980	0.0007	0.5630	0.4990	0.0320	0.4880	77.5	n/a	0.060
Dimensions Listed for Authorized Contents				0.5630 (min.)	0.4990 (max.)		0.4880 (max.)	77.5 (max.)	n/a	0.060 (max.)

† Although the calculations were performed for 3.0%, the enrichment is limited in the specification for the authorized contents to 2.7%.

Table 6.2.44
MAXIMUM K_{EFF} VALUES FOR THE 7X7A ASSEMBLY CLASS IN THE MPC-68F and MPC-68~~FF~~

(all dimensions are in inches)

7x7A (3.0% Enrichment†, fixed neutron absorber ^{10}B minimum loading of 0.0067 g/cm^2) 49 fuel rods, 0 water rods, pitch=0.631, Zr clad										
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
7x7A01	0.7974	0.7932	0.0008	0.4860	0.4204	0.0328	0.4110	80	n/a	0.060
Dimensions Listed for Authorized Contents				0.4860 (min.)	0.4204 (max.)		0.4110 (max.)	80 (max.)	n/a	0.060 (max.)

† Although the calculations were performed for 3.0%, the enrichment is limited in the specification for the authorized contents to 2.7%.

Table 6.2.45
MAXIMUM K_{EFF} VALUES FOR THE 8X8A ASSEMBLY CLASS IN THE MPC-68F and MPC-68~~FF~~

(all dimensions are in inches)

8x8A (3.0% Enrichment†, fixed neutron absorber ^{10}B minimum loading of 0.0067 g/cm^2) 63 or 64 fuel rods††, 0 water rods, pitch=0.523, Zr clad											
Fuel Assembly Designation	maximum k_{eff}	calculated k_{eff}	standard deviation	fuel rods	cladding OD	cladding ID	cladding thickness	pellet OD	fuel length	water rod thickness	channel thickness
8x8A01	0.7685	0.7644	0.0007	64	0.4120	0.3620	0.0250	0.3580	110	n/a	0.100
8x8A02	0.7697	0.7656	0.0007	63	0.4120	0.3620	0.0250	0.3580	120	n/a	0.100
Dimensions Listed for Authorized Contents				63	0.4120 (min.)	0.3620 (max.)		0.3580 (max.)	120 (max.)	n/a	0.100 (max.)
bounding dimensions (8x8A02)	0.7697	0.7656	0.0007	63	0.4120	0.3620	0.0250	0.3580	120	n/a	0.100

† Although the calculations were performed for 3.0%, the enrichment is limited in the specification for the authorized contents to 2.7%.
†† This assembly class was analyzed and qualified for a variation in the number of fuel rods.

Table 6.2.46

SPECIFICATION OF THE THORIA ROD CANISTER AND THE THORIA RODS

Canister ID	4.81”
Canister Wall Thickness	0.11”
Separator Assembly Plates Thickness	0.11”
Cladding OD	0.412”
Cladding ID	0.362”
Pellet OD	0.358”
Active Length	110.5”
Fuel Composition	1.8% UO_2 and 98.2% ThO_2
Initial Enrichment	93.5 wt% ^{235}U for 1.8% of the fuel
Maximum k_{eff}	0.1813
Calculated k_{eff}	0.1779
Standard Deviation	0.0004

6.3 MODEL SPECIFICATION

6.3.1 Description of Calculational Model

Figures 6.3.1, 6.3.1.a, 6.3.2 and 6.3.3 show representative horizontal cross sections of the four types of cells used in the calculations, and Figures 6.3.4 through 6.3.6 illustrate the basket configurations used. Four different MPC fuel basket designs were evaluated as follows:

- a 24 PWR assembly basket
- an optimized 24 PWR assembly basket (24E~~ / 24EF~~)
- a 32 PWR assembly basket
- a 68 BWR assembly basket.

For all four basket designs, the same techniques and the same level of detail are used in the calculational models.

Full three-dimensional calculations were used, assuming the axial configuration shown in Figure 6.3.7. Although the fixed neutron absorber panels are 156 inches in length, which is much longer than the active fuel length (maximum of 150 inches), they are assumed equal to or less than the active fuel length in the calculations. As shown on the Drawings in Section 1.5, 16 of the 24 periphery fixed neutron absorber panels on the MPC-24 and MPC-24E~~/EF~~ have reduced width (i.e., 6.25 inches wide as opposed to 7.5 inches). However, the calculational models for these baskets conservatively assume all of the periphery fixed neutron absorber panels are 6.25 inches in width. Note that Figures 6.3.1 through 6.3.3 show Boral as the fixed neutron absorber. The effect of using Metamic as fixed neutron absorber is discussed in Subsection 6.4.11.

The off-normal and accident conditions defined in Chapter 2 and considered in Chapter 11 have no adverse effect on the design conditions important to criticality safety (see Subsection 6.4.2.5), and thus from a criticality standpoint, the normal, off-normal, and accident conditions are identical and do not require individual models.

The calculational model explicitly defines the fuel rods and cladding, the guide tubes (or water rods for BWR assemblies), the water-gaps and fixed neutron absorber panels on the stainless steel walls of the storage cells. Under the conditions of storage, when the MPC is dry, the resultant reactivity with the design basis fuel is very low (k_{eff} < 0.52). For the flooded condition (loading and unloading), pure, unborated water was assumed to be present in the fuel rod pellet-to-clad gaps. Appendix 6.D provides sample input files for two of the MPC basket designs (MPC-68 and MPC-24) in the HI-STORM 100 System.

The water thickness above and below the fuel is intentionally maintained less than or equal to the actual water thickness. This assures that any positive reactivity effect of the steel in the MPC is conservatively included. Furthermore, the water above and below the fuel is modeled as unborated water, even when borated water is present in the fuel region.

As indicated in Figures 6.3.1 through 6.3.3 and in Tables 6.3.1 and 6.3.2, calculations were made with dimensions assumed to be at their most conservative value with respect to criticality. CASMO-3 and MCNP4a were used to determine the direction of the manufacturing tolerances, which produced the most adverse effect on criticality. After the directional effect (positive effect with an increase in reactivity; or negative effect with a decrease in reactivity) of the manufacturing tolerances was determined, the criticality analyses were performed using the worst case tolerances in the direction which would increase reactivity.

CASMO-3 was used for one of each of the two principal basket designs, i.e. for the flux trap design MPC-24 and for the non-fluxtrap design MPC-68. The effects are shown in Table 6.3.1 which also identifies the approximate magnitude of the tolerances on reactivity. Generally, the conclusions in Table 6.3.1 are directly applicable to the MPC-24E~~/EF~~ and the MPC-32. Exceptions are the conclusions for the water temperature and void percentage, which are not directly applicable to the MPC-32 due to the presence of high soluble boron concentrations in this canister. This condition is addressed in Section 6.4.2.1 where the optimum moderation is determined for the MPC-32.

Additionally, MCNP4a calculations are performed to evaluate the tolerances of the various basket dimensions of the MPC-68, MPC-24 and MPC-32 in further detail. The various basket dimensions are inter-dependent, and therefore cannot be individually varied (i.e., reduction in one parameter requires a corresponding reduction or increase in another parameter). Thus, it is not possible to determine the reactivity effect of each individual dimensional tolerance separately. However, it is possible to determine the reactivity effect of the dimensional tolerances by evaluating the various possible dimensional combinations. To this end, an evaluation of the various possible dimensional combinations was performed using MCNP4a. Calculated k_{eff} results (which do not include the bias, uncertainties, or calculational statistics), along with the actual dimensions, for a number of dimensional combinations are shown in Table 6.3.2 for the reference PWR and BWR assemblies. Each of the basket dimensions are evaluated for their minimum, nominal and maximum values from the Drawings of section 1.5. For PWR MPC designs, the reactivity effect of tolerances with soluble boron present in the water is additionally determined. Due to the close similarity between the MPC-24 and MPC-24E, the basket dimensions are only evaluated for the MPC-24, and the same dimensional assumptions are applied to both MPC designs.

Based on the MCNP4a and CASMO-3 calculations, the conservative dimensional assumptions

listed in Table 6.3.3 were determined. Because the reactivity effect (positive or negative) of the manufacturing tolerances are not assembly dependent, these dimensional assumptions were employed for the criticality analyses.

As demonstrated in this section, design parameters important to criticality safety are: fuel enrichment, the inherent geometry of the fuel basket structure, the fixed neutron absorbing panels and the soluble boron concentration in the water during loading/unloading operations. As shown in Chapter 11, none of these parameters are affected during any of the design basis off-normal or accident conditions involving handling, packaging, transfer or storage.

The MPC-32 criticality model uses a sheathing thickness of 0.075 inches, whereas the actual MPC-32 design uses a sheathing thickness of 0.035 inches. For the minimum cell pitch of 9.158 inches, the thicker sheathing results in a slightly smaller cell ID of 8.69 inches (minimum), compared to 8.73 inches (minimum) for the thinner sheathing. To demonstrate that the dimensions used in the criticality model are acceptable and conservative, calculations were performed for both sheathing thicknesses and the results are compared in Table 6.3.5. To bound various soluble boron levels, two comparisons were performed. The first comparison uses the bounding case for the MPC-32 (see Table 6.1.6), which is for assembly class 15x15F at 5 wt% ^{235}U and a soluble boron level of 2600 ppm. To bound lower soluble boron levels, the second comparison uses the same assembly class (15x15F), 0 ppm soluble boron (i.e. pure water), and an arbitrary enrichment of 1.7 wt% ^{235}U. In both comparisons, the results of the 0.075 inch sheathing are slightly higher, i.e. more conservative, than the results for 0.035 inch sheathing, although the differences are within the statistical uncertainties. Using a sheathing thickness of 0.075 inches in the criticality models of the MPC-32 is therefore acceptable, and potentially more conservative, than using the actual value of 0.035 inches. This validates the choice of the dimensional assumptions for the MPC-32 shown in Table 6.3.3, which are used for all further MPC-32 criticality calculations, unless otherwise noted.

6.3.2 Cask Regional Densities

Composition of the various components of the principal designs of the HI-STORM 100 System are listed in Table 6.3.4.

The HI-STORM 100 System is designed such that the fixed neutron absorber will remain effective for a storage period greater than 20 years, and there are no credible means to lose it. A detailed physical description, historical applications, unique characteristics, service experience, and manufacturing quality assurance of fixed neutron absorber are provided in Section 1.2.1.3.1.

The continued efficacy of the fixed neutron absorber is assured by acceptance testing, documented in Section 9.1.5.3, to validate the ^{10}B (poison) concentration in the fixed neutron absorber. To demonstrate that the neutron flux from the irradiated fuel results in a negligible

depletion of the poison material over the storage period, an MCNP4a calculation of the number of neutrons absorbed in the ^{10}B was performed. The calculation conservatively assumed a constant neutron source for 50 years equal to the initial source for the design basis fuel, as determined in Section 5.2, and shows that the fraction of ^{10}B atoms destroyed is only 2.6E-09 in 50 years. Thus, the reduction in ^{10}B concentration in the fixed neutron absorber by neutron absorption is negligible. In addition, the results presented in Subsection 3.4.4.3.1.8 demonstrate that the sheathing, which affixes the fixed neutron absorber panel, remains in place during all credible accident conditions, and thus, the fixed neutron absorber panel remains permanently fixed. Therefore, in accordance with 10CFR72.124(b), there is no need to provide a surveillance or monitoring program to verify the continued efficacy of the neutron absorber.

6.3.3 Eccentric Positioning of Assemblies in Fuel Storage Cells

Up to and including Revision 1 of this FSAR, all criticality calculations were performed with fuel assemblies centered in the fuel storage locations since the effect of credible eccentric fuel positioning was judged to be not significant. Starting in Revision 2 of this FSAR, the potential reactivity effect of eccentric positioning of assemblies in the fuel storage locations is accounted for in a conservatively bounding fashion, as described further in this subsection, for all new or changed conditions. The calculations in this subsection serve to determine for which of these conditions the eccentric positioning of assemblies in the fuel storage locations results in a higher maximum k_{eff} value than the centered positioning. For the cases where the eccentric positioning results in a higher maximum k_{eff} value, the eccentric positioning is used for all corresponding cases reported in the summary tables in Section 6.1 and the results tables in Section 6.4. All other calculations throughout this chapter, such as studies to determine bounding fuel dimensions, bounding basket dimensions, or bounding moderation conditions, are performed with assemblies centered in the fuel storage locations.

To conservatively account for eccentric fuel positioning in the fuel storage cells, three different configurations are analyzed, and the results are compared to determine the bounding configuration:

- Cell Center Configuration: All assemblies centered in their fuel storage cell; same configuration that is used in Section 6.2 and Section 6.3.1;
- Basket Center Configuration: All assemblies in the basket are moved as close to the center of the basket as permitted by the basket geometry; and
- Basket Periphery Configuration: All assemblies in the basket are moved furthest away from the basket center, and as close to the periphery of the basket as possible.

It should be noted that the two eccentric configurations are hypothetical, since there is no known physical effect that could move all assemblies within a basket consistently to the center or periphery. Instead, the most likely configuration would be that all assemblies are moved in the

same direction when the cask is in a horizontal position, and that assemblies are positioned randomly when the cask is in a vertical position. Further, it is not credible to assume that any such configuration could exist by chance. Even if the probability for a single assembly placed in the corner towards the basket center would be 1/5 (i.e. assuming only the center and four corner positions in each cell, all with equal probability), then the probability that all assemblies would be located towards the center would be $(1/5)^{24}$ or approximately 10^{-17} for the MPC-24, $(1/5)^{32}$ or approximately 10^{-23} for the MPC-32, and $(1/5)^{68}$ or approximately 10^{-48} for the MPC-68. However, since the configurations listed above bound all credible configurations, they are conservatively used in the analyses.

In Table 6.3.6, results are presented for all conditions that were introduced in Revision 2 of this FSAR, namely results for the MPC-24E~~/EF~~ with intact and damaged fuel at 5 wt% ^{235}U, for the MPC-32 with soluble boron levels lower than 2600 ppm for 5 wt% ^{235}U and lower than 1900 ppm for 4.1 wt% ^{235}U, and for the MPC-32 with intact and damaged fuel. The table shows the maximum k_{eff} value for centered and the two eccentric configurations for each condition, and the difference in k_{eff} between the centered and eccentric positioning. The results and conclusions are summarized as follows:

- In all cases, moving the assemblies to the periphery of the basket results in a reduction in reactivity, compared to the cell centered position.
- For the MPC-24E~~/EF~~, moving the assemblies and DFCs towards the center of the basket also results in a minor reduction. The cell centered configuration is therefore bounding for this condition and is used in the design basis calculations reported in Section 6.1 and Section 6.4.
- For the MPC-32 cases listed in Table 6.3.6, the maximum reactivity is shown for the basket center configuration. However, for some of the cases with intact and damaged fuel in the MPC-32, the cell centered configuration results in a higher maximum reactivity. Therefore, both the cell centered and basket centered configuration are analyzed for the MPC-32 design basis calculation, and the higher results are listed in the tables in Section 6.1. and 6.4. This applies to the cases with intact and damaged fuel, and to cases with intact fuel only and soluble boron levels lower than 2600 ppm for 5 wt% ^{235}U and lower than 1900 ppm for 4.1 wt% ^{235}U.

Table 6.3.1

CASMO-3 CALCULATIONS FOR EFFECT OF TOLERANCES AND TEMPERATURE

Change in Nominal Parameter†	Δk for Maximum Tolerance		Action/Modeling Assumption
	MPC-24‡	MPC-68	
Reduce Fixed Neutron Absorber Width to Minimum	N/A††† min.= nom.= 7.5" and 6.25”	N/A††† min. = nom. = 4.75"	Assume minimum fixed neutron absorber width
Increase UO_2 Density to Maximum	+0.0017 max. = 10.522 g/cc nom. = 10.412 g/cc	+0.0014 max. = 10.522 g/cc nom. = 10.412 g/cc	Assume maximum UO_2 density
Reduce Box Inside Dimension (I.D.) to Minimum	-0.0005 min.= 8.86" nom. = 8.92"	See Table 6.3.2	Assume maximum box I.D. for the MPC-24
Increase Box Inside Dimension (I.D.) to Maximum	+0.0007 max. = 8.98" nom. = 8.92"	-0.0030 max. = 6.113" nom. = 6.053"	Assume minimum box I.D. for the MPC-68
Decrease Water Gap to Minimum	+0.0069 min. = 1.09" nom. = 1.15"	N/A	Assume minimum water gap in the MPC-24

† Reduction (or increase) in a parameter indicates that the parameter is changed to its minimum (or maximum) value.

‡ Calculations for the MPC-24 were performed with CASMO-4 [6.3.1-6.3.3].

††† The fixed neutron absorber width for the MPC-68 is 4.75" +0.125", -0" , the fixed neutron absorber widths for the MPC-24 are 7.5” +0.125”, -0” and 6.25” +0.125” –0” (i.e., the nominal and minimum values are the same).

Table 6.3.1 (continued)

CASMO-3 CALCULATIONS FOR EFFECT OF TOLERANCES AND TEMPERATURE

Change in Nominal Parameter	Δk Maximum Tolerance		Action/Modeling Assumption
	MPC-24‡	**MPC-68**	
Increase in Temperature 20°C 40°C 70°C 100°C	 Ref. -0.0030 -0.0089 -0.0162	 Ref. -0.0039 -0.0136 -0.0193	Assume 20°C
10% Void in Moderator 20°C with no void 20°C 100°C	 Ref. -0.0251 -0.0412	 Ref. -0.0241 -0.0432	Assume no void
Removal of Flow Channel (BWR)	N/A	-0.0073	Assume flow channel present for MPC-68

‡ Calculations for the MPC-24 were performed with CASMO-4 [6.3.1-6.3.3].

Table 6.3.2

MCNP4a EVALUATION OF BASKET MANUFACTURING TOLERANCES†

Pitch		Box I.D.		Box Wall Thickness		MCNP4a Calculated k_{eff}
MPC-24†† (17x17A01 @ 4.0% Enrichment)						
nominal	(10.906")	maximum	(8.98")	nominal	(5/16")	0.9325±0.0008†††
minimum	(10.846")	nominal	(8.92")	nominal	(5/16")	0.9300±0.0008
nominal	(10.906")	nom. - 0.04"	(8.88")	nom. + 0.05"	(0.3625")	0.9305±0.0007
MPC-68 (8x8C04 @ 4.2% Enrichment)						
minimum	(6.43")	minimum	(5.993")	nominal	(1/4")	0.9307±0.0007
nominal	(6.49")	nominal	(6.053")	nominal	(1/4")	0.9274±0.0007
maximum	(6.55")	maximum	(6.113")	nominal	(1/4")	0.9272±0.0008
nom. + 0.05"	(6.54")	nominal	(6.053")	nom. + 0.05"	(0.30")	0.9267±0.0007

Notes:

1. Values in parentheses are the actual value used.

† Tolerance for pitch and box I.D. are ± 0.06".
Tolerance for box wall thickness is +0.05", -0.00".

†† All calculations for the MPC-24 assume minimum water gap thickness (1.09").

††† Numbers are 1σ statistical uncertainties.

Table 6.3.2 (cont.)

MCNP4a EVALUATION OF BASKET MANUFACTURING TOLERANCES†

Pitch	**Box I.D.**	**Box Wall Thickness**	**MCNP4a Calculated k_{eff}**
MPC-24 (17x17A @ 5.0% Enrichment) 400ppm soluble boron			
nominal (10.906")	maximum (8.98")	nominal (5/16")	0.9236±0.0007††
maximum (10.966”)	maximum (8.98")	nominal (5/16")	0.9176±0.0008
minimum (10.846")	nominal (8.92")	nominal (5/16")	0.9227±0.0010
minimum (10.846")	minimum (8.86”)	nominal (5/16")	0.9159±0.0008
nominal (10.906")	nominal-0.04" (8.88")	nom.+0.05" (0.3625")	0.9232±0.0009
nominal (10.906")	nominal (8.92")	nominal (5/16")	0.9158±0.0007
MPC-32 (17x17A @ 5.0% Enrichment) 2600 ppm soluble boron†††			
minimum (9.158”)	minimum (8.69”)	nominal (9/32”)	0.9085±0.0007
nominal (9.218”)	nominal (8.75”)	nominal (9/32”)	0.9028±0.0007
maximum (9.278”)	maximum (8.81”)	nominal (9/32”)	0.8996±0.0008
nominal+0.05” (9.268”)	nominal (8.75”)	nominal+0.05” (0.331”)	0.9023±0.0008
minimum+0.05”(9.208”)	minimum (8.69”)	nominal+0.05” (0.331”)	0.9065±0.0007
maximum (9.278”)	Maximum-0.05” (8.76”)	nominal+0.05” (0.331”)	0.9030±0.0008

Notes:

1. Values in parentheses are the actual value used.

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† Tolerance for pitch and box I.D. are ± 0.06".
Tolerance for box wall thickness is +0.05", -0.00".

†† Numbers are 1σ statistical uncertainties.

††† for 0.075” sheathing thickness. See Section 6.3.1 and Table 6.3.5 for reactivity effect of sheathing thickness.

Table 6.3.3

BASKET DIMENSIONAL ASSUMPTIONS

Basket Type	Pitch	Box I.D.	Box Wall Thickness	Water-Gap Flux Trap
MPC-24	nominal (10.906")	maximum (8.98")	nominal (5/16")	minimum (1.09")
MPC-24E	nominal (10.847")	maximum (8.81", 9.11" for DFC Positions)	nominal (5/16")	minimum (1.076", 0.776" for DFC Positions)
MPC-32	Minimum (9.158")	Minimum† (8.69")	Nominal (9/32")	N/A
MPC-68	minimum (6.43")	Minimum (5.993")	nominal (1/4")	N/A

† for 0.075" sheathing thickness. See Section 6.3.1 and Table 6.3.5 for reactivity effect of sheathing thickness.

Table 6.3.4

COMPOSITION OF THE MAJOR COMPONENTS OF THE HI-STORM 100 SYSTEM

MPC-24, MPC-24E and MPC-32		
UO_2 5.0% ENRICHMENT, DENSITY (g/cc) = 10.522		
Nuclide	**Atom-Density**	**Wgt. Fraction**
8016	4.696E-02	1.185E-01
92235	1.188E-03	4.408E-02
92238	2.229E-02	8.374E-01
UO_2 4.0% ENRICHMENT, DENSITY (g/cc) = 10.522		
Nuclide	**Atom-Density**	**Wgt. Fraction**
8016	4.693E-02	1.185E-01
92235	9.505E-04	3.526E-02
92238	2.252E-02	8.462E-01
BORAL (0.02 g ^{10}B/cm sq), DENSITY (g/cc) = 2.660 (MPC-24)		
Nuclide	**Atom-Density**	**Wgt. Fraction**
5010	8.707E-03	5.443E-02
5011	3.512E-02	2.414E-01
6012	1.095E-02	8.210E-02
13027	3.694E-02	6.222E-01
BORAL (0.0279 g ^{10}B/cm sq), DENSITY (g/cc) = 2.660 (MPC-24E and MPC-32)		
Nuclide	**Atom-Density**	**Wgt. Fraction**
5010	8.071E-03	5.089E-02
5011	3.255E-02	2.257E-01
6012	1.015E-02	7.675E-02
13027	3.805E-02	6.467E-01

Table 6.3.4 (continued)

COMPOSITION OF THE MAJOR COMPONENTS OF THE HI-STORM 100 SYSTEM

METAMIC (0.02 g ^{10}B/cm sq), DENSITY (g/cc) = 2.648 (MPC-24)		
Nuclide	**Atom-Density**	**Wgt. Fraction**
5010	6.314E-03	3.965E-02
5011	2.542E-02	1.755E-01
6012	7.932E-02	5.975E-02
13027	4.286E-02	7.251E-01
METAMIC (0.0279 g ^{10}B/cm sq), DENSITY (g/cc) = 2.646 (MPC-24E and MPC-32)		
Nuclide	**Atom-Density**	**Wgt. Fraction**
5010	6.541E-03	4.110E-02
5011	2.633E-02	1.819E-01
6012	8.217E-03	6.193E-02
13027	4.223E-02	7.151E-01

Table 6.3.4 (continued)

COMPOSITION OF THE MAJOR COMPONENTS OF THE HI-STORM 100 SYSTEM

BORATED WATER, 300 PPM, DENSITY (g/cc)=1.00		
Nuclide	**Atom-Density**	**Wt. Fraction**
5010	3.248E-06	5.400E-05
5011	1.346E-05	2.460E-04
1001	6.684E-02	1.1186E-01
8016	3.342E-02	8.8784E-01
BORATED WATER, 400PPM, DENSITY (g/cc)=1.00		
Nuclide	**Atom-Density**	**Wgt. Fraction**
5010	4.330E-06	7.200E-05
5011	1.794E-05	3.280E-04
1001	6.683E-02	1.1185E-01
8016	3.341E-02	8.8775E-01
BORATED WATER, 1900PPM, DENSITY (g/cc)=1.00		
Nuclide	Atom-Density	**Wgt. Fraction**
5010	2.057E-05	3.420E-04
5011	8.522E-05	1.558E-03
1001	6.673E-02	1.1169E-01
8016	3.336E-02	8.8641E-01
BORATED WATER, 2600PPM, DENSITY (g/cc)=0.93		
Nuclide	Atom-Density	**Wgt. Fraction**
5010	2.618e-05	4.680E-04
5011	1.085e-04	2.132E-03
1001	6.201e-02	1.1161E-01
8016	3.101e-02	8.8579E-01

Table 6.3.4 (continued)

COMPOSITION OF THE MAJOR COMPONENTS OF THE HI-STORM 100 SYSTEM

MPC-68		
UO_2 4.2% ENRICHMENT, DENSITY (g/cc) = 10.522		
Nuclide	**Atom-Density**	**Wgt. Fraction**
8016	4.697E-02	1.185E-01
92235	9.983E-04	3.702E-02
92238	2.248E-02	8.445E-01
UO_2 3.0% ENRICHMENT, DENSITY (g/cc) = 10.522		
Nuclide	**Atom-Density**	**Wgt. Fraction**
8016	4.695E-02	1.185E-01
92235	7.127E-04	2.644E-02
92238	2.276E-02	8.550E-01
MOX FUEL†, DENSITY (g/cc) = 10.522		
Nuclide	**Atom-Density**	**Wgt. Fraction**
8016	4.714E-02	1.190E-01
92235	1.719E-04	6.380E-03
92238	2.285E-02	8.584E-01
94239	3.876E-04	1.461E-02
94240	9.177E-06	3.400E-04
94241	3.247E-05	1.240E-03
94242	2.118E-06	7.000E-05

† The Pu-238, which is an absorber, was conservatively neglected in the MOX description for analysis purposes.

Table 6.3.4 (continued)

COMPOSITION OF THE MAJOR COMPONENTS OF THE HI-STORM 100 SYSTEM

BORAL (0.0279 g ^{10}B/cm sq), DENSITY (g/cc) = 2.660		
Nuclide	**Atom-Density**	**Wgt. Fraction**
5010	8.071E-03	5.089E-02
5011	3.255E-02	2.257E-01
6012	1.015E-02	7.675E-02
13027	3.805E-02	6.467E-01
METAMIC (0.0279 g ^{10}B/cm sq), DENSITY (g/cc) = 2.646		
Nuclide	**Atom-Density**	**Wgt. Fraction**
5010	6.541E-03	4.110E-02
5011	2.633E-02	1.819E-01
6012	8.217E-03	6.193E-02
13027	4.223E-02	7.151E-01
FUEL IN THORIA RODS, DENSITY (g/cc) = 10.522		
Nuclide	**Atom-Density**	**Wgt. Fraction**
8016	4.798E-02	1.212E-01
92235	4.001E-04	1.484E-02
92238	2.742E-05	1.030E-03
90232	2.357E-02	8.630E-01
COMMON MATERIALS		
ZR CLAD, DENSITY (g/cc) = 6.550		
Nuclide	**Atom-Density**	**Wgt. Fraction**
40000	4.323E-02	1.000E+00
MODERATOR (H_2O), DENSITY (g/cc) = 1.000		
Nuclide	**Atom-Density**	**Wgt. Fraction**
1001	6.688E-02	1.119E-01
8016	3.344E-02	8.881E-01

Table 6.3.4 (continued)

COMPOSITION OF THE MAJOR COMPONENTS OF THE HI-STORM 100 SYSTEM

STAINLESS STEEL, DENSITY (g/cc) = 7.840		
Nuclide	**Atom-Density**	**Wgt. Fraction**
24000	1.761E-02	1.894E-01
25055	1.761E-03	2.001E-02
26000	5.977E-02	6.905E-01
28000	8.239E-03	1.000E-01
ALUMINUM, DENSITY (g/cc) = 2.700		
Nuclide	**Atom-Density**	**Wgt. Fraction**
13027	6.026E-02	1.000E+00

Table 6.3.4 (continued)

COMPOSITION OF THE MAJOR COMPONENTS OF THE HI-STORM 100 SYSTEM

CONCRETE, DENSITY (g/cc) = 2.35		
Nuclide	**Atom-Density**	**Wgt. Fraction**
1001	8.806E-03	6.000E-03
8016	4.623E-02	5.000E-01
11000	1.094E-03	1.700E-02
13027	2.629E-04	4.800E-03
14000	1.659E-02	3.150E-01
19000	7.184E-04	1.900E-02
20000	3.063E-03	8.300E-02
26000	3.176E-04	1.200E-02
LEAD, DENSITY (g/cc) = 11.34		
Nuclide	**Atom-Density**	**Wgt. Fraction**
82000	3.296E-02	1.0
HOLTITE-A, DENSITY (g/cc) = 1.61		
1001	5.695E-02	5.920E-02
5010	1.365E-04	1.410E-03
5011	5.654E-04	6.420E-03
6012	2.233E-02	2.766E-01
7014	1.370E-03	1.980E-02
8016	2.568E-02	4.237E-01
13027	7.648E-03	2.129E-01

Table 6.3.5

REACTIVITY EFFECT OF SHEATHING THICKNESS FOR THE MPC-32

Assembly Class	**Enrichment (wt% ^{235}U)**	**Soluble Boron (ppm)**	**Maximum k_{eff}**		**Difference in Maximum k_{eff}**
			Sheathing 0.075” Min. Cell ID 8.69”	**Sheathing 0.035” Min. Cell ID 8.73”**	
15x15F	5.0	2600	0.9483	0.9476	-0.0008
15x15F	1.7	0	0.8914	0.8909	-0.0005

Table 6.3.6

REACTIVITY EFFECTS OF ECCENTRIC POSITIONING OF CONTENT (FUEL ASSEMBLIES AND DFCs) IN BASKET CELLS

CASE	Contents centered (Reference)	Content moved towards center of basket		Content moved towards basket periphery	
	Maximum k_{eff}	**Maximum k_{eff}**	**k_{eff} Difference to Reference**	**Maximum k_{eff}**	**k_{eff} Difference to Reference**
MPC-24E/~~EF~~, Intact Fuel and Damaged Fuel/Fuel Debris, 5% Enrichment, 600ppm Soluble Boron	0.9185	0.9178	-0.0007	0.9132	-0.0053
MPC-32/~~32F~~, Intact Fuel, Assembly Class 16x16A, 4.1% Enrichment, 1*4*~~3~~00ppm Soluble Boron	0.9*332*~~429~~	0.9*367*~~468~~	0.00*35*~~39~~	0.*8992*~~9068~~	-0.03*40*~~61~~
MPC-32/~~32F~~, Intact Fuel, Assembly Class 15x15B, 5.0% Enrichment, 2400ppm Soluble Boron	0.9473	0.9493	0.0020	0.9306	-0.0167
MPC-32/~~32F~~, Intact Fuel and Damaged Fuel/Fuel Debris, Assembly Class 15x15F (Intact), 5% Enrichment, 2900ppm Soluble Boron	0.9378	0.9397	0.0019	0.9277	-0.0101

6.4 CRITICALITY CALCULATIONS

6.4.1 Calculational or Experimental Method

6.4.1.1 Basic Criticality Safety Calculations

The principal method for the criticality analysis is the general three-dimensional continuous energy Monte Carlo N-Particle code MCNP4a [6.1.4] developed at the Los Alamos National Laboratory. MCNP4a was selected because it has been extensively used and verified and has all of the necessary features for this analysis. MCNP4a calculations used continuous energy cross-section data based on ENDF/B-V, as distributed with the code [6.1.4]. Independent verification calculations were performed with NITAWL-KENO5a [6.1.5], which is a three-dimensional multigroup Monte Carlo code developed at the Oak Ridge National Laboratory. The KENO5a calculations used the 238-group cross-section library, which is based on ENDF/B-V data and is distributed as part of the SCALE-4.3 package [6.4.1], in association with the NITAWL-II program [6.1.6], which adjusts the uranium-238 cross sections to compensate for resonance self-shielding effects. The Dancoff factors required by NITAWL-II were calculated with the CELLDAN code [6.1.13], which includes the SUPERDAN code [6.1.7] as a subroutine.

The convergence of a Monte Carlo criticality problem is sensitive to the following parameters: (1) number of histories per cycle, (2) the number of cycles skipped before averaging, (3) the total number of cycles and (4) the initial source distribution. The MCNP4a criticality output contains a great deal of useful information that may be used to determine the acceptability of the problem convergence. This information was used in parametric studies to develop appropriate values for the aforementioned criticality parameters to be used in the criticality calculations for this submittal. Based on these studies, a minimum of 5,000 histories were simulated per cycle, a minimum of 20 cycles were skipped before averaging, a minimum of 100 cycles were accumulated, and the initial source was specified as uniform over the fueled regions (assemblies). Further, the output was examined to ensure that each calculation achieved acceptable convergence. These parameters represent an acceptable compromise between calculational precision and computational time. Appendix 6.D provides sample input files for the MPC-24 and MPC-68 basket in the HI-STORM 100 System.

CASMO-3 [6.1.9] was used for determining the small incremental reactivity effects of manufacturing tolerances. Although CASMO-3 has been extensively benchmarked, these calculations are used only to establish direction of reactivity uncertainties due to manufacturing tolerances (and their magnitude). This allows the MCNP4a calculational model to use the worst combination of manufacturing tolerances. Table 6.3.1 shows results of the CASMO-3 calculations.

6.4.2 Fuel Loading or Other Contents Loading Optimization

The basket designs are intended to safely accommodate fuel with enrichments indicated in Tables 6.1.1 through 6.1.8 . These calculations were based on the assumption that the HI-STORM 100 System (HI-TRAC transfer cask) was fully flooded with clean unborated water or water containing specific minimum soluble boron concentrations. In all cases, the calculations include bias and calculational uncertainties, as well as the reactivity effects of manufacturing tolerances, determined by assuming the worst case geometry.

6.4.2.1 Internal and External Moderation

As required by NUREG-1536, calculations in this section demonstrate that the HI-STORM 100 System remains subcritical for all credible conditions of moderation.

6.4.2.1.1 Unborated Water

With a neutron absorber present (i.e., the fixed neutron absorber sheets or the steel walls of the storage compartments), the phenomenon of a peak in reactivity at a hypothetical low moderator density (sometimes called "optimum" moderation) does not occur to any significant extent. In a definitive study, Cano, et al. [6.4.2] has demonstrated that the phenomenon of a peak in reactivity at low moderator densities does not occur in the presence of strong neutron absorbing material or in the absence of large water spaces between fuel assemblies in storage. Nevertheless, calculations for a single reflected cask were made to confirm that the phenomenon does not occur with low density water inside or outside the casks.

Calculations for the MPC designs with internal and external moderators of various densities are shown in Table 6.4.1. For comparison purposes, a calculation for a single unreflected cask (Case 1) is also included in Table 6.4.1. At 100% external moderator density, Case 2 corresponds to a single fully-flooded cask, fully reflected by water. Figure 6.4.10 plots calculated k_{eff} values ($\pm 2\sigma$) as a function of internal moderator density for both MPC designs with 100% external moderator density (i.e., full water reflection). Results listed in Table 6.4.1 support the following conclusions:

- For each type of MPC, the calculated k_{eff} for a fully-flooded cask is independent of the external moderator (the small variations in the listed values are due to statistical uncertainties which are inherent to the calculational method (Monte Carlo)), and

- For each type of MPC, reducing the internal moderation results in a monotonic reduction in reactivity, with no evidence of any optimum moderation. Thus, the fully flooded

condition corresponds to the highest reactivity, and the phenomenon of optimum low-density moderation does not occur and is not applicable to the HI-STORM 100 System.

For each of the MPC designs, the maximum k_{eff} values are shown to be less than or statistically equal to that of a single internally flooded unreflected cask and are below the regulatory limit of 0.95.

6.4.2.1.2 Borated Water

With the presence of a soluble neutron absorber in the water, the discussion in the previous section is not always applicable. Calculations were made to determine the optimum moderator density for the MPC designs that require a minimum soluble boron concentration.

Calculations for the MPC designs with various internal moderator densities are shown in Table 6.4.6. As shown in the previous section, the external moderator density has a negligible effect on the reactivity, and is therefore not varied. Water containing soluble boron has a slightly higher density than pure water. Therefore, water densities up to 1.005 g/cm^3 were analyzed for the higher soluble boron concentrations. Additionally, for the higher soluble boron concentrations, analysis have been performed with empty (voided) guide tubes. This variation is discussed in detail in Section 6.4.8. Results listed in the Table 6.4.6 support the following conclusions:

- For all cases with a soluble boron concentration of up to 1900ppm, and for a soluble boron concentration of 2600ppm assuming voided guide tubes, the conclusion of the Section 6.4.2.1.1 applies, i.e. the maximum reactivity is corresponds to 100% moderator density.

- For 2600ppm soluble boron concentration with filled guide tubes, the results presented in Table 6.4.6 indicate that there is a maximum of the reactivity somewhere between 0.90 g/cm^3 and 1.00 g/cm^3 moderator density. However, a distinct maximum can not be identified, as the reactivities in this range are very close. For the purpose of the calculations with 2600ppm soluble boron concentration, a moderator density of 0.93 g/cm^3 was chosen, which corresponds to the highest calculated reactivity listed in Table 6.4.6.

The calculations documented in this chapter also use soluble boron concentrations other than 1900 ppm and 2600 ppm in the MPC-32~~/32F~~. For the MPC-32 loaded with intact fuel only, soluble boron concentrations between 1300 ppm and 2600 ppm are used. For the MPC-32~~/32F~~ loaded with intact fuel, damaged fuel and fuel debris, soluble boron concentrations between 1500 ppm and 2900 ppm are used. In order to determine the optimum moderation condition for each assembly class at the corresponding soluble boron level, evaluations are performed with filled and voided guide tubes, and for water densities of 1.0 g/cm^3 and 0.93 g/cm^3 for each class

and enrichment level. Results for the MPC-32 loaded with intact fuel only are listed in Table 6.4.10 for an initial enrichment of 5.0 wt% ^{235}U and in Table 6.4.11 for an initial enrichment of 4.1 wt% ^{235}U. Corresponding results for the MPC-32~~/32F~~ loaded with intact fuel, damaged fuel and fuel debris are listed in Table 6.4.14. The highest value listed in these tables for each assembly class is listed as the bounding value in Section 6.1.

6.4.2.2 Partial Flooding

As required by NUREG-1536, calculations in this section address partial flooding in the HI-STORM 100 System and demonstrate that the fully flooded condition is the most reactive.

The reactivity changes during the flooding process were evaluated in both the vertical and horizontal positions for all MPC designs. For these calculations, the cask is partially filled (at various levels) with full density (1.0 g/cc) water and the remainder of the cask is filled with steam consisting of ordinary water at partial density (0.002 g/cc), as suggested in NUREG-1536. Results of these calculations are shown in Table 6.4.2. In all cases, the reactivity increases monotonically as the water level rises, confirming that the most reactive condition is fully flooded.

6.4.2.3 Clad Gap Flooding

As required by NUREG-1536, the reactivity effect of flooding the fuel rod pellet-to-clad gap regions, in the fully flooded condition, has been investigated. Table 6.4.3 presents maximum k_{eff} values that demonstrate the positive reactivity effect associated with flooding the pellet-to-clad gap regions. These results confirm that it is conservative to assume that the pellet-to-clad gap regions are flooded. For all cases that involve flooding, the pellet-to-clad gap regions are assumed to be flooded with clean, unborated water.

6.4.2.4 Preferential Flooding

Two different potential conditions of preferential flooding are considered: preferential flooding of the MPC basket itself (i.e. different water levels in different basket cells), and preferential flooding involving Damaged Fuel Containers.

Preferential flooding of the MPC basket itself for any of the MPC fuel basket designs is not possible because flow holes are present on all four walls of each basket cell and on the two flux trap walls at both the top and bottom of the MPC basket. The flow holes are sized to ensure that they cannot be blocked by crud deposits (see Chapter 11). Because the fuel cladding temperatures remain below their design limits (as demonstrated in Chapter 4) and the inertial loading remains below 63g's (the inertial loadings associated with the design basis drop

accidents discussed in Chapter 11 are limited to 45g's), the cladding remains intact (see Section 3.5). For damaged fuel assemblies and fuel debris, the assemblies or debris are pre-loaded into stainless steel Damaged Fuel Containers fitted with 250x250 fine mesh screens which prevent damaged fuel assemblies or fuel debris from blocking the basket flow holes. Therefore, the flow holes cannot be blocked.

However, when DFCs are present in the MPC, a condition could exist during the draining of the MPC, where the DFCs are still partly filled with water while the remainder of the MPC is dry. This condition would be the result of the water tension across the mesh screens. The maximum water level inside the DFCs for this condition is calculated from the dimensions of the mesh screen and the surface tension of water. The wetted perimeter of the screen openings is 50 ft per square inch of screen. With a surface tension of water of 0.005 lbf/ft, this results in a maximum pressure across the screen of 0.25 psi, corresponding to a maximum water height in the DFC of 7 inches. For added conservativism, a value of 12 inches is used. Assuming this condition, calculations are performed for all three possible DFC configurations:

- MPC-68 or MPC-68F with 68 DFCs (Assembly Classes 6x6A/B/C, 7x7A and 8x8A)
- MPC-68 ~~or MPC-68FF~~ with 16 DFCs (All BWR Assembly Classes)
- MPC-24E ~~or MPC-24EF~~ with 4 DFCs (All PWR Assembly Classes)
- MPC-32 ~~or MPC-32F~~ with 8 DFCs (All PWR Assembly Classes)

For each configuration, the case resulting in the highest maximum k_{eff} for the fully flooded condition (see Section 6.4.4) is re-analyzed assuming the preferential flooding condition. For these analyses, the lower 12 inches of the active fuel in the DFCs and the water region below the active fuel (see Figure 6.3.7) are filled with full density water (1.0 g/cc). The remainder of the cask is filled with steam consisting of ordinary water at partial density (0.002 g/cc). Table 6.4.4 lists the maximum k_{eff} for the four configurations in comparison with the maximum k_{eff} for the fully flooded condition. For all configurations, the preferential flooding condition results in a lower maximum k_{eff} than the fully flooded condition. Thus, the preferential flooding condition is bounded by the fully flooded condition.

Once established, the integrity of the MPC confinement boundary is maintained during all credible off-normal and accident conditions, and thus, the MPC cannot be flooded. In summary, it is concluded that the MPC fuel baskets cannot be preferentially flooded, and that the potential preferential flooding conditions involving DFCs are bounded by the result for the fully flooded condition listed in Section 6.4.4.

6.4.2.5 Design Basis Accidents

The analyses presented in Chapters 3 and 11 demonstrate that the damage resulting from the design basis accidents is limited to a loss of the water jacket for the HI-TRAC transfer cask and minor damage to the concrete radiation shield for the HI-STORM storage cask, which have no

adverse effect on the design parameters important to criticality safety.

As reported in Chapter 3, Table 3.4.4, the minimum factor of safety for either MPC as a result of the hypothetical cask drop or tip-over accident is 1.1 against the Level D allowables for Subsection NG, Section III of the ASME Code. Therefore, because the maximum box wall stresses are well within the ASME Level D allowables, the flux-trap gap change will be insignificant compared to the characteristic dimension of the flux trap.

In summary, the design basis accidents have no adverse effect on the design parameters important to criticality safety, and therefore, there is no increase in reactivity as a result of any of the credible off-normal or accident conditions involving handling, packaging, transfer or storage. Consequently, the HI-STORM 100 System is in full compliance with the requirement of 10CRF72.124, which states that "before a nuclear criticality accident is possible, at least two unlikely, independent, and concurrent or sequential changes have occurred in the conditions essential to nuclear criticality safety."

6.4.3 Criticality Results

Results of the design basis criticality safety calculations for the condition of full flooding with water (limiting cases) are presented in section 6.2 and summarized in Section 6.1. To demonstrate the applicability of the HI-STAR analyses, results of the design basis criticality safety calculations for the HI-STAR cask (limiting cases) are also summarized in Section 6.1 for comparison. These data confirm that for each of the candidate fuel types and basket configurations the effective multiplication factor (k_{eff}), including all biases and uncertainties at a 95-percent confidence level, do not exceed 0.95 under all credible normal, off-normal, and accident conditions.

Additional calculations (CASMO-3) at elevated temperatures confirm that the temperature coefficients of reactivity are negative as shown in Table 6.3.1. This confirms that the calculations for the storage baskets are conservative.

In calculating the maximum reactivity, the analysis used the following equation:

$$k_{eff}^{\max} = k_c + K_c \sigma_c + Bias + \sigma_B$$

where:

⇒ $\boldsymbol{k_c}$ is the calculated k_{eff} under the worst combination of tolerances;

⇒ $\boldsymbol{K_c}$ is the K multiplier for a one-sided statistical tolerance limit with 95% probability at the 95% confidence level [6.1.8]. Each final k_{eff} value calculated by MCNP4a (or KENO5a) is the result of averaging 100 (or more) cycle k_{eff} values, and thus, is based on

a sample size of 100. The K multiplier corresponding to a sample size of 100 is 1.93. However, for this analysis a value of 2.00 was assumed for the K multiplier, which is larger (more conservative) than the value corresponding to a sample size of 100;

⇒ σ_c is the standard deviation of the calculated k_{eff}, as determined by the computer code (MCNP4a or KENO5a);

⇒ ***Bias*** is the systematic error in the calculations (code dependent) determined by comparison with critical experiments in Appendix 6.A; and

⇒ σ_B is the standard error of the bias (which includes the K multiplier for 95% probability at the 95% confidence level; see Appendix 6.A).

The critical experiment benchmarking and the derivation of the bias and standard error of the bias (95% probability at the 95% confidence level) are presented in Appendix 6.A.

6.4.4 Damaged Fuel and Fuel Debris

Damaged fuel assemblies and fuel debris are required to be loaded into Damaged Fuel Containers (DFCs) prior to being loaded into the MPC. Five (5) different DFC types with different cross sections are analyzed. Three (3) of these DFCs are designed for BWR fuel assemblies, two (2) are designed for PWR fuel assemblies. Two of the DFCs for BWR fuel are specifically designed for fuel assembly classes 6x6A, 6x6B, 6x6C, 7x7A and 8x8A. These assemblies have a smaller cross section, a shorter active length and a low initial enrichment of 2.7 wt% ^{235}U, and therefore a low reactivity. The analysis for these assembly classes is presented in the following Section 6.4.4.1. The remaining three DFCs are generic DFCs designed for all BWR and PWR assembly classes. The criticality analysis for these generic DFCs is presented in Section 6.4.4.2.

6.4.4.1 MPC-68 *or*~~,~~ MPC-68F ~~or MPC-68FF~~ loaded with Assembly Classes 6x6A, 6x6B, 6x6C, 7x7A and 8x8A

This section only addresses criticality calculations and results for assembly classes 6x6A, 6x6B, 6x6C, 7x7A and 8x8A, loaded into the MPC-68~~, MPC-68F~~ or MPC-68F~~F~~. Up to 68 DFCs with these assembly classes are permissible to be loaded into the MPC. Two different DFC types with slightly different cross-sections are analyzed. ~~DFCs containing fuel debris must be stored in the MPC-68F or MPC-68FF. DFCs containing damaged fuel assemblies may be stored in either the MPC-68, MPC-68F or MPC-68FF.~~ Evaluation of the capability of storing damaged fuel and fuel debris (loaded in DFCs) is limited to very low reactivity fuel in the MPC-68F. Because the MPC-68 ~~and MPC-68FF~~ ha*s*~~ve~~ a higher specified ^{10}B loading, the evaluation of the MPC-68F conservatively bounds the storage of damaged BWR fuel assemblies in a standard MPC-68~~ or MPC-68FF~~. Although the maximum planar-average enrichment of the damaged fuel is limited to

2.7% ^{235}U as specified in Section 2.1.9, analyses have been made for three possible scenarios, conservatively assuming fuel†† of 3.0% enrichment. The scenarios considered included the following:

1. Lost or missing fuel rods, calculated for various numbers of missing rods in order to determine the maximum reactivity. The configurations assumed for analysis are illustrated in Figures 6.4.2 through 6.4.8.
2. Broken fuel assembly with the upper segments falling into the lower segment creating a close-packed array (described as a 8x8 array). For conservatism, the array analytically retained the same length as the original fuel assemblies in this analysis. This configuration is illustrated in Figure 6.4.9.
3. Fuel pellets lost from the assembly and forming powdered fuel dispersed through a volume equivalent to the height of the original fuel. (Flow channel and clad material assumed to disappear).

Results of the analyses, shown in Table 6.4.5, confirm that, in all cases, the maximum reactivity is well below the regulatory limit. There is no significant difference in reactivity between the two DFC types. Collapsed fuel reactivity (simulating fuel debris) is low because of the reduced moderation. Dispersed powdered fuel results in low reactivity because of the increase in ^{238}U neutron capture (higher effective resonance integral for ^{238}U absorption).

The loss of fuel rods results in a small increase in reactivity (i.e., rods assumed to collapse, leaving a smaller number of rods still intact). The peak reactivity occurs for 8 missing rods, and a smaller (or larger) number of intact rods will have a lower reactivity, as indicated in Table 6.4.5.

The analyses performed and summarized in Table 6.4.5 provides the relative magnitude of the effects on the reactivity. This information coupled with the maximum k_{eff} values listed in Table 6.1.3 and the conservatism in the analyses, demonstrate that the maximum k_{eff} of the damaged fuel in the most adverse post-accident condition will remain well below the regulatory requirement of $k_{eff} < 0.95$.

6.4.4.2 Generic BWR and PWR Damaged Fuel and Fuel Debris

The MPC-24E, ~~MPC-24EF,~~ MPC-32~~,~~ ~~MPC-32F, MPC-68~~ and MPC-68~~FF~~ are designed to contain PWR and BWR damaged fuel and fuel debris, loaded into generic DFCs. The number of generic DFCs is limited to 16 for the MPC-68~~ and MPC-68FF~~, to 4 for the MPC-24E~~ and MPC-24EF~~, and to 8 for the MPC-32~~ and MPC-32F~~. The permissible locations of the DFCs are shown in Figure 6.4.11 for the MPC-68~~/68FF~~, in Figure 6.4.12 for the MPC-24E~~/24EF~~ and in Figure 6.4.16 for the MPC-32~~/32F~~.

†† 6x6A01 and 7x7A01 fuel assemblies were used as representative assemblies.

Damaged fuel assemblies are assemblies with known or suspected cladding defects greater than pinholes or hairlines, or with missing rods, but excluding fuel assemblies with gross defects (for a full definition see Table 1.0.1). Therefore, apart from possible missing fuel rods, damaged fuel assemblies have the same geometric configuration as intact fuel assemblies and consequently the same reactivity. Missing fuel rods can result in a slight increase of reactivity. After a drop accident, however, it can not be assumed that the initial geometric integrity is still maintained. For a drop on either the top or bottom of the cask, the damaged fuel assemblies could collapse. This would result in a configuration with a reduced length, but increased amount of fuel per unit length. For a side drop, fuel rods could be compacted to one side of the DFC. In either case, a significant relocation of fuel within the DFC is possible, which creates a greater amount of fuel in some areas of the DFC, whereas the amount of fuel in other areas is reduced. Fuel debris can include a large variety of configurations ranging from whole fuel assemblies with severe damage down to individual fuel pellets.

In the cases of fuel debris or relocated damaged fuel, there is the potential that fuel could be present in axial sections of the DFCs that are outside the basket height covered with the fixed neutron absorber. However, in these sections, the DFCs are not surrounded by any intact fuel, only by basket cell walls, non-fuel hardware, water and for the MPC-68~~/68FF~~ by a maximum of one other DFC. Studies have shown that this condition does not result in any significant effect on reactivity, compared to a condition where the damaged fuel and fuel debris is restricted to the axial section of the basket covered by the fixed neutron absorber. All calculations for generic BWR and PWR damaged fuel and fuel debris are therefore performed assuming that fuel is present only in the axial sections covered by the fixed neutron absorber, and the results are directly applicable to any situation where damaged fuel and fuel debris is located outside these sections in the DFCs.

To address all the situations listed above and identify the configuration or configurations leading to the highest reactivity, it is impractical to analyze a large number of different geometrical configurations for each of the fuel classes. Instead, a bounding approach is taken which is based on the analysis of regular arrays of bare fuel rods without cladding. Details and results of the analyses are discussed in the following sections.

All calculations for generic damaged fuel and fuel debris are performed using a full cask model with the maximum permissible number of Damaged Fuel Containers. For the MPC-68~~ and MPC-68FF~~, the model therefore contains 52 intact assemblies, and 16 DFCs in the locations shown in Figure 6.4.11. For the MPC-24E~~ and MPC-24EF~~, the model consists of 20 intact assemblies, and 4 DFCs in the locations shown in Figure 6.4.12. For the MPC-32~~ and MPC-32~~, the model consists of 24 intact assemblies, and 8 DFCs in the locations shown in Figure 6.4.16. The bounding assumptions regarding the intact assemblies and the modeling of the damaged fuel and fuel debris in the DFCs are discussed in the following sections.

Note that since a modeling approach is used that bounds both damaged fuel and fuel debris without distinguishing between these two conditions, the term 'damaged fuel' as used throughout this chapter designates both damaged fuel and fuel debris.

6.4.4.2.1 Bounding Intact Assemblies

Intact BWR assemblies stored together with DFCs are limited to a maximum planar average enrichment of 3.7 wt% ^{235}U, regardless of the fuel class. The results presented in Table 6.1.7 are for different enrichments for each class, ranging between 2.7 and 4.2 wt% ^{235}U, making it difficult to identify the bounding assembly. Therefore, additional calculations were performed for the bounding assembly in each assembly class with a planar average enrichment of 3.7 wt%. The results are summarized in Table 6.4.7 and demonstrate that the assembly classes 9x9E and 9x9F have the highest reactivity. These two classes share the same bounding assembly (see footnotes for Tables 6.2.33 and 6.2.34 for further details). This bounding assembly is used as the intact BWR assembly for all calculations with DFCs.

Intact PWR assemblies stored together with DFCs in the MPC-24E are limited to a maximum enrichment of 4.0 wt% ^{235}U without credit for soluble boron and to a maximum enrichment of 5.0 wt% with credit for soluble boron, regardless of the fuel class. The results presented in Table 6.1.3 are for different enrichments for each class, ranging between 4.2 and 5.0 wt% ^{235}U, making it difficult to directly identify the bounding assembly. However, Table 6.1.4 shows results for an enrichment of 5.0 wt% for all fuel classes, with a soluble boron concentration of 300 ppm. The assembly class 15x15H has the highest reactivity. This is consistent with the results in Table 6.1.3, where the assembly class 15x15H is among the classes with the highest reactivity, but has the lowest initial enrichment. Therefore, in the MPC-24E, the 15x15H assembly is used as the intact PWR assembly for all calculations with DFCs.

Intact PWR assemblies stored together with DFCs in the MPC-32 are limited to a maximum enrichment of 5.0 wt%, regardless of the fuel class. Table 6.1.5 and Table 6.1.6 shows results for enrichments of 4.1 wt% and 5.0 wt%, respectively, for all fuel classes. Since different minimum soluble boron concentrations are used for different groups of assembly classes, the assembly class with the highest reactivity in each group is used as the intact assembly for the calculations with DFCs in the MPC-32. These assembly classes are

- 14x14C for all 14x14 assembly classes;
- 15x15B for assembly classes 15x15A, B, C and G;
- 15x15F for assembly classes 15x15D, E, F and H;
- 16x16A; and
- 17x17C for all 17x17 assembly classes.

6.4.4.2.2 Bare Fuel Rod Arrays

A conservative approach is used to model both damaged fuel and fuel debris in the DFCs, using arrays of bare fuel rods:

- Fuel in the DFCs is arranged in regular, rectangular arrays of bare fuel rods, i.e. all cladding and other structural material in the DFC is replaced by water.

- For cases with soluble boron, additional calculations are performed with reduced water density in the DFC. This is to demonstrate that replacing all cladding and other structural material with borated water is conservative.

- The active length of these rods is chosen to be the maximum active fuel length of all fuel assemblies listed in Section 6.2, which is 155 inch for BWR fuel and 150 inch for PWR fuel.

- To ensure the configuration with optimum moderation and highest reactivity is analyzed, the amount of fuel per unit length of the DFC is varied over a large range. This is achieved by changing the number of rods in the array and the rod pitch. The number of rods are varied between 9 (3x3) and 189 (17x17) for BWR fuel, and between 64 (8x8) and 729 (27x27) for PWR fuel.

- Analyses are performed for the minimum, maximum and typical pellet diameter of PWR and BWR fuel.

This is a very conservative approach to model damaged fuel, and to model fuel debris configurations such as severely damaged assemblies and bundles of individual fuel rods, as the absorption in the cladding and structural material is neglected.

This is also a conservative approach to model fuel debris configurations such as bare fuel pellets due to the assumption of an active length of 155 inch (BWR) or 150 inch (PWR). The actual height of bare fuel pellets in a DFC would be significantly below these values due to the limitation of the fuel mass for each basket position.

To demonstrate the level of conservatism, additional analyses are performed with the DFC containing various realistic assembly configurations such as intact assemblies, assemblies with missing fuel rods and collapsed assemblies, i.e. assemblies with increased number of rods and decreased rod pitch.

As discussed in Section 6.4.4.2, all calculations are performed for full cask models, containing the maximum permissible number of DFCs together with intact assemblies.

As an example of the damaged fuel model used in the analyses, Figure 6.4.17 shows the basket cell of an MPC-32 with a DFC containing a 17x17 array of bare fuel rods.

Graphical presentations of the calculated maximum k_{eff} for typical cases as a function of the fuel mass per unit length of the DFC are shown in Figures 6.4.13 (BWR) and 6.4.14 (PWR, MPC-24E/~~EF~~ with pure water). The results for the bare fuel rods show a distinct peak in the maximum k_{eff} at about 2 kg UO_2/inch for BWR fuel, and at about 3.5 kgUO_2/inch for PWR fuel.

The realistic assembly configurations are typically about 0.01 (delta-k) or more below the peak results for the bare fuel rods, demonstrating the conservatism of this approach to model damaged fuel and fuel debris configurations such as severely damaged assemblies and bundles of fuel rods.

For fuel debris configurations consisting of bare fuel pellets only, the fuel mass per unit length would be beyond the value corresponding to the peak reactivity. For example, for DFCs filled with a mixture of 60 vol% fuel and 40 vol% water the fuel mass per unit length is 3.36 kgUO_2/inch for the BWR DFC and 7.92 kgUO_2/inch for the PWR DFC. The corresponding reactivities are significantly below the peak reactivies. The difference is about 0.005 (delta-k) for BWR fuel and 0.01 (delta-k) or more for PWR fuel. Furthermore, the filling height of the DFC would be less than 70 inches in these examples due to the limitation of the fuel mass per basket position, whereas the calculation is conservatively performed for a height of 155 inch (BWR) or 150 inch (PWR). These results demonstrate that even for the fuel debris configuration of bare fuel pellets, the model using bare fuel rods is a conservative approach.

6.4.4.2.3 Distributed Enrichment in BWR Fuel

BWR fuel usually has an enrichment distribution in each planar cross section, and is characterized by the maximum planar average enrichment. For intact fuel it has been shown that using the average enrichment for each fuel rod in a cross section is conservative, i.e. the reactivity is higher than calculated for the actual enrichment distribution (See Appendix 6.B). For damaged fuel assemblies, additional configurations are analyzed to demonstrate that the distributed enrichment does not have a significant impact on the reactivity of the damaged assembly under accident conditions. Specifically, the following two scenarios were analyzed:

- As a result of an accident, fuel rods with lower enrichment relocate from the top part to the bottom part of the assembly. This results in an increase of the average enrichment in the top part, but at the same time the amount of fuel in that area is reduced compared to the intact assembly.
- As a result of an accident, fuel rods with higher enrichment relocate from the top part to the bottom part of the assembly. This results in an increase of the average enrichment in the bottom part, and at the same time the amount of fuel in that area is increased compared to the intact assembly, leading to a reduction of the water content.

In both scenarios, a compensation of effects on reactivity is possible, as the increase of reactivity due to the increased planar average enrichment might be offset by the possible reduction of reactivity due to the change in the fuel to water ratio. A selected number of calculations have been performed for these scenarios and the results show that there is only a minor change in reactivity. These calculations are shown in Figure 6.4.13 in the group of the explicit assemblies. Consequently, it is appropriate to qualify damaged BWR fuel assemblies and fuel debris based on the maximum planar average enrichment. For assemblies with missing fuel rods, this maximum planar average enrichment has to be determined based on the enrichment and number of rods still present in the assembly when loaded into the DFC.

6.4.4.2.4 Results for *the* MPC-68 ~~and MPC-68FF~~

The MPC-68 ~~and MPC-68FF~~ allows the storage of up to sixteen DFCs in the shaded cells on the periphery of the basket shown in Figure 6.4.11. ~~In the MPC-68FF~~*Additionally*, up to 8 of these cells may contain DFCs with fuel debris. The various configurations outlined in Sections 6.4.4.2.2 and 6.4.4.2.3 are analyzed with an enrichment of the intact fuel of 3.7% ^{235}U and an enrichment of damaged fuel or fuel debris of 4.0% ^{235}U. For the intact assembly, the bounding assembly of the 9x9E and 9x9F fuel classes was chosen. This assembly has the highest reactivity of all BWR assembly classes for the initial enrichment of 3.7 wt% ^{235}U, as demonstrated in Table 6.4.7. The results for the various configurations are summarized in Figure 6.4.13 and in Table 6.4.8. Figure 6.4.13 shows the maximum k_{eff}, including bias and calculational uncertainties, for various actual and hypothetical damaged fuel or fuel debris configurations as a function of the fuel mass per unit length of the DFC. Table 6.4.8 lists the highest maximum k_{eff} for the various configurations. All maximum k_{eff} values are below the 0.95 regulatory limit.

6.4.4.2.5 Results for *the* MPC-24E ~~and MPC-24EF~~

The MPC-24E allows the storage of up to four DFCs with damaged fuel *or fuel debris* in the four outer fuel baskets cells shaded in Figure 6.4.12. ~~The MPC-24EF allows storage of up to four DFCs with damaged fuel or fuel debris in these locations.~~ These locations are designed with a larger box ID to accommodate the DFCs. For an enrichment of 4.0 wt% ^{235}U for the intact fuel, damaged fuel and fuel debris, and assuming no soluble boron, the results for the various configurations outlined in Section 6.4.4.2.2 are summarized in Figure 6.4.14 and in Table 6.4.9. Figure 6.4.14 shows the maximum k_{eff}, including bias and calculational uncertainties, for various actual and hypothetical damaged fuel and fuel debris configurations as a function of the fuel mass per unit length of the DFC. For the intact assemblies, the 15x15H assembly class was chosen. This assembly class has the highest reactivity of all PWR assembly classes for a given initial enrichment. This is demonstrated in Table 6.1.4. Table 6.4.9 lists the highest maximum k_{eff} for the various configurations. All maximum k_{eff} values are below the 0.95 regulatory limit.

For an enrichment of 5.0 wt% ^{235}U for the intact fuel, damaged fuel and fuel debris, a minimum soluble boron concentration of 600 ppm is required. For this condition, calculations are performed for various hypothetical fuel debris configurations (i.e. bare fuel rods) as a function of the fuel mass per unit length of the DFC. Additionally, calculations are performed with reduced water densities in the DFC. The various conditions of damaged fuel, such as assemblies with missing rods or collapsed assemblies, were not analyzed, since the results in Figure 6.4.14 clearly demonstrate that these conditions are bounded by the hypothetical model for fuel debris based on regular arrays of bare fuel rods. Again, the 15x15H assembly class was chosen as the intact assembly since this assembly class has the highest reactivity of all PWR assembly classes as demonstrated in Table 6.1.4. The results are summarized in Table 6.4.12. Similar to the calculations with pure water (see Figure 6.4.14), the results for borated water show a distinct peak of the maximum k_{eff} as a function of the fuel mass per unit length. Therefore, for each condition, the table lists only the highest maximum k_{eff}, including bias and calculational uncertainties, i.e. the point of optimum moderation. The results show that the reactivity decreases with decreasing water density. This demonstrates that replacing all cladding and other structural material with water is conservative even in the presence of soluble boron in the water. All maximum k_{eff} values are below the 0.95 regulatory limit.

6.4.4.2.6 Results for *the* MPC-32 ~~and MPC-32F~~

The MPC-32 allows the storage of up to eight DFCs with damaged fuel *or fuel debris* in the outer fuel basket cells shaded in Figure 6.4.16. ~~The MPC-32F allows storage of up to eight DFCs with damaged fuel or fuel debris in these locations.~~ For the MPC-32~~ and MPC-32F~~, additional cases are analyzed due to the high soluble boron level required for this basket:

- The assembly classes of the intact assemblies are grouped, and minimum required soluble boron levels are determined separately for each group. The analyses are performed for the bounding assembly class in each group. The bounding assembly classes are listed in Section 6.4.4.2.1.

- Evaluations of conditions with voided and filled guide tubes and various water densities in the MPC and DFC are performed to identify the most reactive condition.

In general, all calculations performed for the MPC-32 show the same principal behavior as for the MPC-24 (see Figure 6.4.14), i.e. the reactivity as a function of the fuel mass per unit length for the bare fuel rod array shows a distinct peak. Therefore, for each condition analyzed, only the highest maximum k_{eff}, i.e. the calculated peak reactivity, is listed in the tables. Evaluations of different diameters of the bare fuel pellets and the reduced water density in the DFC have been performed for a representative case using the 15x15F assembly class as the intact assembly, with voided guide tubes, a water density of 1.0 g/cc in the DFC and MPC, -2900 ppm soluble boron, and an enrichment of 5.0 wt% ^{235}U for the intact and damaged fuel and fuel debris. For this case,

results are summarized in Table 6.4.13. For each condition, the table lists the highest maximum k_{eff}, including bias and calculational uncertainties, i.e. the point of optimum moderation. The results show that the fuel pellet diameter in the DFC has an insignificant effect on reactivity, and that reactivity decreases with decreasing water density. The latter demonstrates that replacing all cladding and other structural material with water is conservative even in the presence of soluble boron in the water. Therefore, a typical fuel pellet diameter and a water density of 1.0 in the DFCs are used for all further analyses. Two enrichment levels are analyzed, 4.1 wt% ^{235}U and 5.0 wt% ^{235}U, consistent with the analyses for intact fuel only. In any calculation, the same enrichment is used for the intact fuel and the damaged fuel and fuel debris. For both enrichment levels, analyses are performed with voided and filled guide tubes, each with water densities of 0.93 and 1.0 g/cm^3 in the MPC. In all cases, the water density inside the DFCs is assumed to be 1.0 g/cm^3, since this is the most reactive condition as shown in Table 6.4.13. Results are summarized in Table 6.4.14. For each group of assembly classes, the table shows the soluble boron level and the highest maximum k_{eff} for the various moderation conditions of the intact assembly. The highest maximum k_{eff} is the highest value of any of the hypothetical fuel debris configurations, i.e. various arrays of bare fuel rods. All maximum k_{eff} values are below the 0.95 regulatory limit. Conditions of damaged fuel such as assemblies with missing rods or collapsed assemblies were not analyzed in the MPC-32, since the results in Figure 6.4.14 clearly demonstrate that these conditions are bounded by the hypothetical model for fuel debris based on regular arrays of bare fuel rods.

6.4.5 Fuel Assemblies with Missing Rods

For fuel assemblies that are qualified for damaged fuel storage, missing and/or damaged fuel rods are acceptable. However, for fuel assemblies to meet the limitations of intact fuel assembly storage, missing fuel rods must be replaced with dummy rods that displace a volume of water that is equal to, or larger than, that displaced by the original rods.

6.4.6 Thoria Rod Canister

The Thoria Rod Canister is similar to a DFC with an internal separator assembly containing 18 intact fuel rods. The configuration is illustrated in Figure 6.4.15. The k_{eff} value for an MPC-68F filled with Thoria Rod Canisters is calculated to be 0.1813. This low reactivity is attributed to the relatively low content in ^{235}U (equivalent to UO_2 fuel with an enrichment of approximately 1.7 wt% ^{235}U), the large spacing between the rods (the pitch is approximately 1", the cladding OD is 0.412") and the absorption in the separator assembly. Together with the maximum k_{eff} values listed in Tables 6.1.7 and 6.1.8 this result demonstrates, that the k_{eff} for a Thoria Rod Canister loaded into the MPC-68 or the MPC-68F together with other approved fuel assemblies or DFCs will remain well below the regulatory requirement of $k_{eff} < 0.95$.

6.4.7 Sealed Rods replacing BWR Water Rods

Some BWR fuel assemblies contain sealed rods filled with a non-fissile material instead of water rods. Compared to the configuration with water rods, the configuration with sealed rods has a reduced amount of moderator, while the amount of fissile material is maintained. Thus, the reactivity of the configuration with sealed rods will be lower compared to the configuration with water rods. Any configuration containing sealed rods instead of water rods is therefore bounded by the analysis for the configuration with water rods and no further analysis is required to demonstrate the acceptability. Therefore, for all BWR fuel assemblies analyzed, it is permissible that water rods are replaced by sealed rods filled with a non-fissile material.

6.4.8 Non-fuel Hardware in PWR Fuel Assemblies

Non-fuel hardware such as Thimble Plugs (TPs), Burnable Poison Rod Assemblies (BPRAs), Control Rod Assemblies (CRAs), Axial Power Shaping Rods (APSRs) and similar devices are permitted for storage with all PWR fuel types. Non-fuel hardware is inserted in the guide tubes of the assemblies. For pure water, the reactivity of any PWR assembly with inserts is bounded by (i.e. lower than) the reactivity of the same assembly without the insert. This is due to the fact that the insert reduces the amount of moderator in the assembly, while the amount of fissile material remains unchanged. This conclusion is supported by the calculation listed in Table 6.2.4, which shows a significant reduction in reactivity as a result of voided guide tubes, i.e. the removal of the water from the guide tubes.

With the presence of soluble boron in the water, non-fuel hardware not only displaces water, but also the neutron absorber in the water. It is therefore possible that the insertion results in an increase of reactivity, specifically for higher soluble boron concentrations. As a bounding approach for the presence of non-fuel hardware, analyses were performed with empty (voided) guide tubes, i.e. any absorption of the hardware is neglected. If assemblies contain an instrument tube, this tube remains filled with borated water. Table 6.4.6 shows results for the variation in water density for cases with filled and voided guide tubes. These results show that the optimum moderator density depends on the soluble boron concentration, and on whether the guide tubes are filled or assumed empty. For the MPC-24 with 400 ppm and the MPC-32 with 1900 ppm, voiding the guide tubes results in a reduction of reactivity. All calculations for the MPC-24 and MPC-24E are therefore performed with water in the guide tubes. For the MPC-32 with 2600 ppm, the reactivity for voided guide tubes slightly exceeds the reactivity for filled guide tubes. However, this effect is not consistent across all assembly classes. Table 6.4.10, Table 6.4.11 and Table 6.4.14 show results with filled and voided guide tubes for all assembly classes in the MPC-32~~/32F~~ at 4.1 wt% ^{235}U and 5.0 wt% ^{235}U. Some classes show an increase, other classes show a decrease as a result of voiding the guide tubes. Therefore, for the results presented in the Section 6.1, Table 6.1.5, Table 6.1.6 and Table 6.1.12, the maximum value for each class is

chosen for each enrichment level.

In summary, from a criticality safety perspective, non-fuel hardware inserted into PWR assemblies are acceptable for all allowable PWR types, and, depending on the assembly class, can increase the safety margin.

6.4.9 Neutron Sources in Fuel Assemblies

Fuel assemblies containing start-up neutron sources are permitted for storage in the HI-STORM 100 System. The reactivity of a fuel assembly is not affected by the presence of a neutron source (other than by the presence of the material of the source, which is discussed later). This is true because in a system with a keff less than 1.0, any given neutron population at any time, regardless of its origin or size, will decrease over time. Therefore, a neutron source of any strength will not increase reactivity, but only the neutron flux in a system, and no additional criticality analyses are required. Sources are inserted as rods into fuel assemblies, i.e. they replace either a fuel rod or water rod (moderator). Therefore, the insertion of the material of the source into a fuel assembly will not lead to an increase of reactivity either.

6.4.10 Applicability of HI-STAR Analyses to HI-STORM 100 System

Calculations previously supplied to the NRC in applications for the HI-STAR 100 System (Docket Numbers 71-9261 and 72-1008) are directly applicable to the HI-STORM storage and HI-TRAC transfer casks. The MPC designs are identical. The cask systems differ only in the overpack shield material. The limiting condition for the HI-STORM 100 System is the fully flooded HI-TRAC transfer cask. As demonstrated by the comparative calculations presented in Tables 6.1.1 through 6.1.8, the shield material in the overpack (steel and lead for HI-TRAC, steel for HI-STAR) has a negligible impact on the eigenvalue of the cask systems. As a result, this analysis for the 125-ton HI-TRAC transfer cask is applicable to the 100-ton HI-TRAC transfer cask. In all cases, for the reference fuel assemblies, the maximum k_{eff} values are in good agreement and are conservatively less than the limiting k_{eff} value (0.95).

6.4.11 Fixed Neutron Absorber Material

The MPCs in the HI-STORM 100 System can be manufactured with one of two possible neutron absorber materials: Boral or Metamic. Both materials are made of aluminum and B_4C powder. Boral has an inner core consisting of B_4C and aluminum between two outer layers consisting of aluminum only. This configuration is explicitly modeled in the criticality evaluation and shown in Figures 6.3.1 through 6.3.3 for each basket. Metamic is a single layer material with the same overall thickness and the same credited ^{10}B loading (in g/cm^2) for each basket. The majority of

the criticality evaluations documented in this chapter are performed using Boral as the fixed neutron absorber. For a selected number of bounding cases, analyses are also performed using Metamic instead of Boral. The results for these cases are listed in Table 6.4.15, together with the corresponding result using Boral and the difference between the two materials for each case. Individual cases show small differences for the two materials. However, the differences are mostly below two times the standard deviation (the standard deviation is about 0.0008 for all cases in Table 6.4.15), indicating that the results are statistically equivalent. Furthermore, the average difference is well below one standard deviation, and all cases are below the regulatory limit of 0.95. In some cases listed in Table 6.4.15, the reactivity difference between Metamic and Boral might be larger than expected for two equivalent materials. Also, for four out of the five cases with MPC-24 type baskets, Metamic shows the higher reactivity, which could potentially indicate a trend rather than a statistical variation. Therefore, in order to confirm that the materials are equivalent, a second set of calculations was performed for Metamic, which was statistically independent from the set shown in Table 6.4.15. This was achieved by selecting a different starting value for the random number generator in the Monte Carlo calculations. The second set also shows some individual variations of the differences, and a low average difference. However, there is no apparent trend regarding the MPC-24 type baskets compared to the MPC-32 and MPC-68, and the maximum positive reactivity difference for Metamic in an MPC-24 type basket is only 0.0005. Overall, the calculations demonstrate that the two fixed neutron absorber materials are identical from a criticality perspective. All results obtained for Boral are therefore directly applicable to Metamic and no further evaluations using Metamic are required.

Table 6.4.1

MAXIMUM REACTIVITIES WITH REDUCED WATER DENSITIES FOR CASK ARRAYS†

	Water Density		**MCNP4a Maximum k_{eff} ††**	
Case Number	**Internal**	**External**	**MPC-24 (17x17A01 @ 4.0%)**	**MPC-68 (8x8C04 @ 4.2%)**
1	100%	single cask	0.9368	0.9348
2	100%	100%	0.9354	0.9339
3	100%	70%	0.9362	0.9339
4	100%	50%	0.9352	0.9347
5	100%	20%	0.9372	0.9338
6	100%	10%	0.9380	0.9336
7	100%	5%	0.9351	0.9333
8	100%	0%	0.9342	0.9338
9	70%	0%	0.8337	0.8488
10	50%	0%	0.7426	0.7631
11	20%	0%	0.5606	0.5797
12	10%	0%	0.4834	0.5139
13	5%	0%	0.4432	0.4763
14	10%	100%	0.4793	0.4946

† For an infinite square array of casks with 60cm spacing between cask surfaces.

†† Maximum k_{eff} includes the bias, uncertainties, and calculational statistics, evaluated for the worst case combination of manufacturing tolerances.

Table 6.4.2

REACTIVITY EFFECTS OF PARTIAL CASK FLOODING

MPC-24 (17x17A01 @ 4.0% ENRICHMENT) (no soluble boron)			
Flooded Condition (% Full)	Vertical Orientation	Flooded Condition (% Full)	Horizontal Orientation
25	0.9157	25	0.8766
50	0.9305	50	0.9240
75	0.9330	75	0.9329
100	0.9368	100	0.9368
MPC-68 (8x8C04 @ 4.2% ENRICHMENT)			
Flooded Condition (% Full)	Vertical Orientation	Flooded Condition (% Full)	Horizontal Orientation
25	0.9132	23.5	0.8586
50	0.9307	50	0.9088
75	0.9312	76.5	0.9275
100	0.9348	100	0.9348
MPC-32 (15x15F @ 5.0 % ENRICHMENT) 2600ppm Soluble Boron			
Flooded Condition (% Full)	Vertical Orientation	Flooded Condition (% Full)	Horizontal Orientation
25	0.8927	31.25	0.9213
50	0.9215	50	0.9388
75	0.9350	68.75	0.9401
100	0.9445	100	0.9445

Notes:

1. All values are maximum k_{eff} which include bias, uncertainties, and calculational statistics, evaluated for the worst case combination of manufacturing tolerances.

Table 6.4.3

REACTIVITY EFFECT OF FLOODING THE PELLET-TO-CLAD GAP

Pellet-to-Clad Condition	MPC-24 17x17A01 4.0% Enrichment	MPC-68 8x8C04 4.2% Enrichment
dry	0.9295	0.9279
flooded with unborated water	0.9368	0.9348

Notes:

1. All values are maximum k_{eff} which includes bias, uncertainties, and calculational statistics, evaluated for the worst case combination of manufacturing tolerances.

Table 6.4.4

REACTIVITY EFFECT OF PREFERENTIAL FLOODING OF THE DFCs

DFC Configuration	Preferential Flooding	Fully Flooded
MPC-68 or MPC-68F with 68 DFCs (Assembly Classes 6x6A/B/C, 7x7A and 8x8A)	0.6560	0.7857
MPC-68 ~~or MPC-68FF~~ with 16 DFCs (All BWR Assembly Classes)	0.6646	0.9328
MPC-24E ~~or MPC-24EF~~ with 4 DFCs (All PWR Assembly Classes)	0.7895	0.9480
MPC-32 ~~or MPC-32~~ with 8 DFCs (All PWR Assembly Classes)	0.7213	0.9378

Notes:

1. All values are maximum k_{eff} which includes bias, uncertainties, and calculational statistics, evaluated for the worst case combination of manufacturing tolerances.

Table 6.4.5

MAXIMUM k_{eff} VALUES[†] IN THE DAMAGED FUEL CONTAINER

Condition	**MCNP4a Maximum[††] k_{eff}**	
	DFC Dimensions: ID 4.93" THK. 0.12"	**DFC Dimensions: ID 4.81" THK. 0.11"**
6x6 Fuel Assembly		
6x6 Intact Fuel	0.7086	0.7016
w/32 Rods Standing	0.7183	0.7117
w/28 Rods Standing	0.7315	0.7241
w/24 Rods Standing	0.7086	0.7010
w/18 Rods Standing	0.6524	0.6453
Collapsed to 8x8 array	0.7845	0.7857
Dispersed Powder	0.7628	0.7440
7x7 Fuel Assembly		
7x7 Intact Fuel	0.7463	0.7393
w/41 Rods Standing	0.7529	0.7481
w/36 Rods Standing	0.7487	0.7444
w/25 Rods Standing	0.6718	0.6644

† These calculations were performed with a planar-average enrichment of 3.0% and a ^{10}B loading of 0.0067 g/cm^2, which is 75% of a minimum ^{10}B loading of 0.0089 g/cm^2. The minimum ^{10}B loading in the MPC-68F is 0.010 g/cm^2. Therefore, the listed maximum k_{eff} values are conservative

†† Maximum k_{eff} includes bias, uncertainties, and calculational statistics, evaluated for the worst case combination of manufacturing tolerances.

Table 6.4.6

MAXIMUM k_{eff} VALUES WITH REDUCED BORATED WATER DENSITIES

Internal Water Density† in g/cm^3	**Maximum k_{eff}**				
	MPC-24 (400ppm) @ 5.0 %	**MPC-32 (1900ppm) @ 4.1 %**		**MPC-32 (2600ppm) @ 5.0 %**	
Guide Tubes	filled	filled	void	filled	void
1.005	NC††	0.9403	0.9395	NC	0.9481
1.00	0.9314	0.9411	0.9400	0.9445	0.9483
0.99	NC	0.9393	0.9396	0.9438	0.9462
0.98	0.9245	0.9403	0.9376	0.9447	0.9465
0.97	NC	0.9397	0.9391	0.9453	0.9476
0.96	NC	NC	NC	0.9446	0.9466
0.95	0.9186	0.9380	0.9384	0.9451	0.9468
0.94	NC	NC	NC	0.9445	0.9467
0.93	0.9130	0.9392	0.9352	0.9465	0.9460
0.92	NC	NC	NC	0.9458	0.9450
0.91	NC	NC	NC	0.9447	0.9452
0.90	0.9061	0.9384	NC	0.9449	0.9454
0.80	0.8774	0.9322	NC	0.9431	0.9390
0.70	0.8457	0.9190	NC	0.9339	0.9259
0.60	0.8095	0.8990	NC	0.9194	0.9058
0.40	0.7225	0.8280	NC	0.8575	0.8410
0.20	0.6131	0.7002	NC	0.7421	0.7271
0.10	0.5486	0.6178	NC	0.6662	0.6584

† External moderator is modeled at 0%. This is consistent with the results demonstrated in Table 6.4.1.

†† NC: Not Calculated

Table 6.4.7

MAXIMUM k_{eff} VALUES FOR INTACT BWR FUEL ASSEMBLIES WITH A MAXIMUM PLANAR AVERAGE ENRICHMENT OF 3.7 wt% ^{235}U

Fuel Assembly Class	**Maximum k_{eff}**
6x6A	0.8287
6x6C	0.8436
7x7A	0.8399
7x7B	0.9109
8x8A	0.8102
8x8B	0.9131
8x8C	0.9115
8x8D	0.9125
8x8E	0.9049
8x8F	0.9233
9x9A	0.9111
9x9B	0.9134
9x9C	0.9103
9x9D	0.9096
9x9E	0.9237
9x9F	0.9237
9x9G	0.9005
10x10A	0.9158
10x10B	0.9156
10x10C	0.9152
10x10D	0.9182
10x10E	0.8970

Table 6.4.8

MAXIMUM k_{eff} VALUES IN THE GENERIC BWR DAMAGED FUEL CONTAINER FOR A MAXIMUM INITIAL ENRICHMENT OF 4.0 wt% ^{235}U FOR DAMAGED FUEL AND 3.7 wt% ^{235}U FOR INTACT FUEL

Model Configuration inside the DFC	**Maximum k_{eff}**
Intact Assemblies (4 assemblies analyzed)	0.9241
Assemblies with missing rods (7 configurations analyzed)	0.9240
Assemblies with distributed enrichment (4 configurations analyzed)	0.9245
Collapsed Assemblies (6 configurations analyzed)	0.9258
Regular Arrays of Bare Fuel Rods (31 configurations analyzed)	0.9328

Table 6.4.9

MAXIMUM k_{eff} VALUES IN THE MPC-24E/~~EF~~ WITH THE GENERIC PWR DAMAGED FUEL CONTAINER FOR A MAXIMUM INITIAL ENRICHMENT OF 4.0 wt% ^{235}U AND NO SOLUBLE BORON.

Model Configuration inside the DFC	**Maximum k_{eff}**
Intact Assemblies (2 assemblies analyzed)	0.9340
Assemblies with missing rods (4 configurations analyzed)	0.9350
Collapsed Assemblies (6 configurations analyzed)	0.9360
Regular Arrays of Bare Fuel Rods (36 configurations analyzed)	0.9480

Table 6.4.10

MAXIMUM k_{eff} VALUES WITH FILLED AND VOIDED GUIDE TUBES
FOR THE MPC-32 AT 5.0 wt% ENRICHMENT

Fuel Class	**Minimum Soluble Boron Content (ppm)**	**MPC-32 @ 5.0 %**			
		Guide Tubes Filled,		**Guide Tubes Voided,**	
		1.0 g/cm^3	**0.93 g/cm^3**	**1.0 g/cm^3**	**0.93 g/cm^3**
14x14A	1900	0.8984	0.9000	0.8953	0.8943
14x14B	1900	0.9210	0.9214	0.9164	0.9118
14x14C	1900	0.9371	0.9376	0.9480	0.9421
14x14D	1900	0.9050	0.9027	0.8947	0.8904
14x14E	1900	0.7415	0.7301	n/a	n/a
15x15A	2500	0.9210	0.9223	0.9230	0.9210
15x15B	2500	0.9402	0.9420	0.9429	0.9421
15x15C	2500	0.9258	0.9292	0.9307	0.9293
15x15D	2600	0.9426	0.9419	0.9466	0.9440
15x15E	2600	0.9394	0.9415	0.9434	0.9442
15x15F	2600	0.9445	0.9465	0.9483	0.9460
15x15G	2500	0.9228	0.9244	0.9251	0.9243
15X15H	2600	0.9271	0.9301	0.9317	0.9333
16X16A	*20*~~19~~00	0.*9377*~~460~~	0.*9375*~~450~~	0.94*29*~~74~~	0.*9389*~~434~~
17x17A	2600	0.9105	0.9145	0.9160	0.9161
17x17B	2600	0.9345	0.9358	0.9371	0.9356
17X17C	2600	0.9417	0.9431	0.9437	0.9430

Table 6.4.11

MAXIMUM k_{eff} VALUES WITH FILLED AND VOIDED GUIDE TUBES
FOR THE MPC-32 AT 4.1 wt% ENRICHMENT

Fuel Class	**Minimum Soluble Boron Content (ppm)**	**MPC-32 @ 4.1 %**			
		Guide Tubes Filled		**Guide Tubes Voided**	
		1.0 g/cm^3	**0.93 g/cm^3**	**1.0 g/cm^3**	**0.93 g/cm^3**
14x14A	1300	0.9041	0.9029	0.8954	0.8939
14x14B	1300	0.9257	0.9205	0.9128	0.9074
14x14C	1300	0.9402	0.9384	0.9423	0.9365
14x14D	1300	0.8970	0.8943	0.8836	0.8788
14x14E	1300	0.7340	0.7204	n/a	n/a
15x15A	1800	0.9199	0.9206	0.9193	0.9134
15x15B	1800	0.9397	0.9387	0.9385	0.9347
15x15C	1800	0.9266	0.9250	0.9264	0.9236
15x15D	1900	0.9375	0.9384	0.9380	0.9329
15x15E	1900	0.9348	0.9340	0.9365	0.9336
15x15F	1900	0.9411	0.9392	0.9400	0.9352
15x15G	1800	0.9147	0.9128	0.9125	0.9062
15X15H	1900	0.9267	0.9274	0.9276	0.9268
16X16A	1*4*~~3~~00	0.9*367*~~468~~	0.9*347*~~425~~	0.9*375*~~433~~	0.93*08*~~84~~
17x17A	1900	0.9105	0.9111	0.9106	0.9091
17x17B	1900	0.9309	0.9307	0.9297	0.9243
17X17C	1900	0.9355	0.9347	0.9350	0.9308

Table 6.4.12

MAXIMUM k_{eff} VALUES IN THE MPC-24E~~/24EF~~ WITH THE GENERIC PWR DAMAGED FUEL CONTAINER FOR A MAXIMUM INITIAL ENRICHMENT OF 5.0 wt% ^{235}U AND 600 PPM SOLUBLE BORON.

Water Density inside the DFC	**Bare Fuel Pellet Diameter**	**Maximum k_{eff}**
1.00	minimum	0.9185
1.00	typical	0.9181
1.00	maximum	0.9171
0.95	typical	0.9145
0.90	typical	0.9125
0.60	typical	0.9063
0.10	typical	0.9025
0.02	typical	0.9025

Table 6.4.13

MAXIMUM k_{eff} VALUES IN THE MPC-32~~/32F~~ WITH THE GENERIC PWR DAMAGED FUEL CONTAINER FOR A MAXIMUM INITIAL ENRICHMENT OF 5.0 wt% ^{235}U, 2900 PPM SOLUBLE BORON AND THE 15x15F ASSEMBLY CLASS AS INTACT ASSEMBLY.

Water Density inside the DFC	**Bare Fuel Pellet Diameter**	**Maximum k_{eff}**
1.00	minimum	0.9374
1.00	typical	0.9372
1.00	maximum	0.9373
0.95	typical	0.9369
0.90	typical	0.9365
0.60	typical	0.9308
0.10	typical	0.9295
0.02	typical	0.9283

Table 6.4.14

BOUNDING MAXIMUM k_{eff} VALUES FOR THE MPC-32 ~~AND MPC-32F~~
WITH UP TO 8 DFCs UNDER VARIOUS MODERATION CONDITIONS.

Fuel Assembly Class of Intact Fuel	**Initial Enrichment (wt% ^{235}U)**	**Minimum Soluble Boron Content (ppm)**	**Maximum k_{eff}**			
			Filled Guide Tubes		**Voided Guide Tubes**	
			1.0 g/cm^3	**0.93 g/cm^3**	**1.0 g/cm^3**	**0.93 g/cm^3**
14x14A through 14x14E	4.1	1500	0.9277	0.9283	0.9336	0.9298
	5.0	2300	0.9139	0.9180	0.9269	0.9262
15x15A, B, C, G	4.1	1900	0.9345	0.9350	0.9350	0.9326
	5.0	2700	0.9307	0.9346	0.9347	0.9365
15x15D, E, F, H	4.1	2100	0.9322	0.9336	0.9340	0.9329
	5.0	2900	0.9342	0.9375	0.9385	0.9397
16x16A	4.1	1500	0.9330~~22~~	0.9332~~21~~	0.9348~~35~~	0.9333~~02~~
	5.0	2300	0.9212~~198~~	0.9246~~39~~	0.9283~~89~~	0.9299~~67~~
17x17A, B, C	4.1	2100	0.9284	0.9290	0.9294	0.9285
	5.0	2900	0.9308	0.9338	0.9355	0.9367

Table 6.4.15

COMPARISON OF MAXIMUM k_{eff} VALUES FOR DIFFERENT FIXED NEUTRON ABSORBER MATERIALS

Case	**Maximum k_{eff}**		**Reactivity Difference**
	BORAL	**METAMIC**	
MPC-68, Intact Assemblies	0.9457	0.9452	-0.0005
MPC-68, with 16 DFCs	0.9328	0.9315	-0.0013
MPC-68F with 68 DFCs	0.8021	0.8019	-0.0002
MPC-24, 0ppm	0.9478	0.9491	+0.0013
MPC-24, 400ppm	0.9447	0.9457	+0.0010
MPC-24E, Intact Assemblies, 0ppm	0.9468	0.9494	+0.0026
MPC-24E, Intact Assemblies, 300ppm	0.9399	0.9410	+0.0011
MPC-24E, with 4 DFCs, 0ppm	0.9480	0.9471	-0.0009
MPC-32, Intact Assemblies, 1900ppm	0.9411	0.9397	-0.0014
MPC-32, Intact Assemblies, 2600ppm	0.9483	0.9471	-0.0012
Average Difference			**+0.0001**

APPENDIX 6.C: CALCULATIONAL SUMMARY

The following table lists the maximum k_{eff} (including bias, uncertainties, and calculational statistics), MCNP calculated k_{eff}, standard deviation, and energy of average lethargy causing fission (EALF) for each of the candidate fuel types and basket configurations.

Table 6.C.1
CALCULATIONAL SUMMARY FOR ALL CANDIDATE FUEL TYPES
AND BASKET CONFIGURATIONS

MPC-24					
Fuel Assembly Designation	**Cask**	**Maximum k_{eff}**	**Calculated k_{eff}**	**Std. Dev. (1-sigma)**	**EALF (eV)**
14x14A01	HI-STAR	0.9295	0.9252	0.0008	0.2084
14x14A02	HI-STAR	0.9286	0.9242	0.0008	0.2096
14x14A03	HI-STORM	0.3080	0.3047	0.0003	3.37E+04
14x14A03	HI-TRAC	0.9283	0.9239	0.0008	0.2096
14x14A03	HI-STAR	0.9296	0.9253	0.0008	0.2093
14x14B01	HI-STAR	0.9159	0.9117	0.0007	0.2727
14x14B02	HI-STAR	0.9169	0.9126	0.0008	0.2345
14x14B03	HI-STAR	0.9110	0.9065	0.0009	0.2545
14x14B04	HI-STAR	0.9084	0.9039	0.0009	0.2563
B14x14B01	HI-TRAC	0.9237	0.9193	0.0008	0.2669
B14x14B01	HI-STAR	0.9228	0.9185	0.0008	0.2675
14x14C01	HI-TRAC	0.9273	0.9230	0.0008	0.2758
14x14C01	HI-STAR	0.9258	0.9215	0.0008	0.2729
14x14C02	HI-STAR	0.9265	0.9222	0.0008	0.2765
14x14C03	HI-TRAC	0.9274	0.9231	0.0008	0.2839
14x14C03	HI-STAR	0.9287	0.9242	0.0009	0.2825

Table 6.C.1 (continued)
CALCULATIONAL SUMMARY FOR ALL CANDIDATE FUEL TYPES
AND BASKET CONFIGURATIONS

MPC-24					
Fuel Assembly Designation	**Cask**	**Maximum k_{eff}**	**Calculated k_{eff}**	**Std. Dev. (1-sigma)**	**EALF (eV)**
14x14D01	HI-TRAC	0.8531	0.8488	0.0008	0.3316
14x14D01	HI-STAR	0.8507	0.8464	0.0008	0.3308
14x14E01	HI-STAR	0.7598	0.7555	0.0008	0.3890
14x14E02	HI-TRAC	0.7627	0.7586	0.0007	0.3591
14x14E02	HI-STAR	0.7627	0.7586	0.0007	0.3607
14x14E03	HI-STAR	0.6952	0.6909	0.0008	0.2905
15x15A01	HI-TRAC	0.9205	0.9162	0.0008	0.2595
15x15A01	HI-STAR	0.9204	0.9159	0.0009	0.2608
15x15B01	HI-STAR	0.9369	0.9326	0.0008	0.2632
15C15B02	HI-STAR	0.9338	0.9295	0.0008	0.2640
15x15B03	HI-STAR	0.9362	0.9318	0.0008	0.2632
15x15B04	HI-STAR	0.9370	0.9327	0.0008	0.2612
15x15B05	HI-STAR	0.9356	0.9313	0.0008	0.2606
15x15B06	HI-STAR	0.9366	0.9324	0.0007	0.2638
B15x15B01	HI-TRAC	0.9387	0.9344	0.0008	0.2616
B15x15B01	HI-STAR	0.9388	0.9343	0.0009	0.2626
15x15C01	HI-STAR	0.9255	0.9213	0.0007	0.2493
15x15C02	HI-STAR	0.9297	0.9255	0.0007	0.2457
15x15C03	HI-STAR	0.9297	0.9255	0.0007	0.2440
15x15C04	HI-STAR	0.9311	0.9268	0.0008	0.2435
B15x15C01	HI-TRAC	0.9362	0.9319	0.0008	0.2374
B15x15C01	HI-STAR	0.9361	0.9316	0.0009	0.2385

Table 6.C.1 (continued)
CALCULATIONAL SUMMARY FOR ALL CANDIDATE FUEL TYPES
AND BASKET CONFIGURATIONS

MPC-24					
Fuel Assembly Designation	**Cask**	**Maximum k_{eff}**	**Calculated k_{eff}**	**Std. Dev. (1-sigma)**	**EALF (eV)**
15x15D01	HI-STAR	0.9341	0.9298	0.0008	0.2822
15x15D02	HI-STAR	0.9367	0.9324	0.0008	0.2802
15x15D03	HI-STAR	0.9354	0.9311	0.0008	0.2844
15x15D04	HI-TRAC	0.9354	0.9309	0.0009	0.2963
15x15D04	HI-STAR	0.9339	0.9292	0.0010	0.2958
15x15E01	HI-TRAC	0.9392	0.9349	0.0008	0.2827
15x15E01	HI-STAR	0.9368	0.9325	0.0008	0.2826
15x15F01	HI-STORM	0.3648	0.3614	0.0003	3.03E+04
15x15F01	HI-TRAC	0.9393	0.9347	0.0009	0.2925
15x15F01	HI-STAR	0.9395	0.9350	0.0009	0.2903
15x15G01	HI-TRAC	0.8878	0.8836	0.0007	0.3347
15x15G01	HI-STAR	0.8876	0.8833	0.0008	0.3357
15x15H01	HI-TRAC	0.9333	0.9288	0.0009	0.2353
15x15H01	HI-STAR	0.9337	0.9292	0.0009	0.2349
~~16x16A01~~	~~HI-STORM~~	~~0.3447~~	~~0.3412~~	~~0.0004~~	~~3.15E+04~~
~~16x16A01~~	~~HI-TRAC~~	~~0.9273~~	~~0.9228~~	~~0.0009~~	~~0.2710~~
16x16A01	HI-STAR	0.9287	0.9244	0.0008	0.2704
16x16A02	HI-STAR	0.9263	0.9221	0.0007	0.2702
16x16A03	*HI-STORM*	*0.3588*	*0.3555*	*0.0003*	*2.11E+04*
16x16A03	*HI-TRAC*	*0.9322*	*0.9278*	*0.0008*	*0.2673*
16x16A03	*HI-STAR*	*0.9327*	*0.9282*	*0.0009*	*0.2661*
17x17A01	HI-STORM	0.3243	0.3210	0.0003	3.23E+04

Table 6.C.1 (continued)
CALCULATIONAL SUMMARY FOR ALL CANDIDATE FUEL TYPES
AND BASKET CONFIGURATIONS

MPC-24					
Fuel Assembly Designation	**Cask**	**Maximum k_{eff}**	**Calculated k_{eff}**	**Std. Dev. (1-sigma)**	**EALF (eV)**
17x17A01	HI-TRAC	0.9378	0.9335	0.0008	0.2133
17x17A01	HI-STAR	0.9368	0.9325	0.0008	0.2131
17x17A02	HI-STAR	0.9329	0.9286	0.0008	0.2018
17x17B01	HI-STAR	0.9288	0.9243	0.0009	0.2607
17x17B02	HI-STAR	0.9290	0.9247	0.0008	0.2596
17x17B03	HI-STAR	0.9243	0.9199	0.0008	0.2625
17x17B04	HI-STAR	0.9324	0.9279	0.0009	0.2576
17x17B05	HI-STAR	0.9266	0.9222	0.0008	0.2539
17x17B06	HI-TRAC	0.9318	0.9275	0.0008	0.2570
17x17B06	HI-STAR	0.9311	0.9268	0.0008	0.2593
17x17C01	HI-STAR	0.9293	0.9250	0.0008	0.2595
17x17C02	HI-TRAC	0.9319	0.9274	0.0009	0.2610
17x17C02	HI-STAR	0.9336	0.9293	0.0008	0.2624

Table 6.C.1 (continued)
CALCULATIONAL SUMMARY FOR ALL CANDIDATE FUEL TYPES
AND BASKET CONFIGURATIONS

MPC-68					
Fuel Assembly Designation	**Cask**	**Maximum k_{eff}**	**Calculated k_{eff}**	**Std. Dev. (1-sigma)**	**EALF (eV)**
6x6A01	HI-STAR	0.7539	0.7498	0.0007	0.2754
6x6A02	HI-STAR	0.7517	0.7476	0.0007	0.2510
6x6A03	HI-STAR	0.7545	0.7501	0.0008	0.2494
6x6A04	HI-STAR	0.7537	0.7494	0.0008	0.2494
6x6A05	HI-STAR	0.7555	0.7512	0.0008	0.2470
6x6A06	HI-STAR	0.7618	0.7576	0.0008	0.2298
6x6A07	HI-STAR	0.7588	0.7550	0.0005	0.2360
6x6A08	HI-STAR	0.7808	0.7766	0.0007	0.2527
B6x6A01	HI-TRAC	0.7732	0.7691	0.0007	0.2458
B6x6A01	HI-STAR	0.7727	0.7685	0.0007	0.2460
B6x6A02	HI-TRAC	0.7785	0.7741	0.0008	0.2411
B6x6A02	HI-STAR	0.7782	0.7738	0.0008	0.2408
B6x6A03	HI-TRAC	0.7886	0.7846	0.0007	0.2311
B6x6A03	HI-STAR	0.7888	0.7846	0.0007	0.2310
6x6B01	HI-STAR	0.7604	0.7563	0.0007	0.2461
6x6B02	HI-STAR	0.7618	0.7577	0.0007	0.2450
6x6B03	HI-STAR	0.7619	0.7578	0.0007	0.2439
6x6B04	HI-STAR	0.7686	0.7644	0.0008	0.2286
6x6B05	HI-STAR	0.7824	0.7785	0.0006	0.2184
B6x6B01	HI-TRAC	0.7833	0.7794	0.0006	0.2181
B6x6B01	HI-STAR	0.7822	0.7783	0.0006	0.2190

Table 6.C.1 (continued)
CALCULATIONAL SUMMARY FOR ALL CANDIDATE FUEL TYPES
AND BASKET CONFIGURATIONS

MPC-68					
Fuel Assembly Designation	**Cask**	**Maximum k_{eff}**	**Calculated k_{eff}**	**Std. Dev. (1-sigma)**	**EALF (eV)**
6x6C01	HI-STORM	0.2759	0.2726	0.0003	1.59E+04
6x6C01	HI-TRAC	0.8024	0.7982	0.0008	0.2135
6x6C01	HI-STAR	0.8021	0.7980	0.0007	0.2139
7x7A01	HI-TRAC	0.7963	0.7922	0.0007	0.2016
7x7A01	HI-STAR	0.7974	0.7932	0.0008	0.2015
7x7B01	HI-STAR	0.9372	0.9330	0.0007	0.3658
7x7B02	HI-STAR	0.9301	0.9260	0.0007	0.3524
7x7B03	HI-STAR	0.9313	0.9271	0.0008	0.3438
7x7B04	HI-STAR	0.9311	0.9270	0.0007	0.3816
7x7B05	HI-STAR	0.9350	0.9306	0.0008	0.3382
7x7B06	HI-STAR	0.9298	0.9260	0.0006	0.3957
B7x7B01	HI-TRAC	0.9367	0.9324	0.0008	0.3899
B7x7B01	HI-STAR	0.9375	0.9332	0.0008	0.3887
B7x7B02	HI-STORM	0.4061	0.4027	0.0003	2.069E+04
B7x7B02	HI-TRAC	0.9385	0.9342	0.0008	0.3952
B7x7B02	HI-STAR	0.9386	0.9344	0.0007	0.3983
8x8A01	HI-TRAC	0.7662	0.7620	0.0008	0.2250
8x8A01	HI-STAR	0.7685	0.7644	0.0007	0.2227
8x8A02	HI-TRAC	0.7690	0.7650	0.0007	0.2163
8x8A02	HI-STAR	0.7697	0.7656	0.0007	0.2158
8x8B01	HI-STAR	0.9310	0.9265	0.0009	0.2935
8x8B02	HI-STAR	0.9227	0.9185	0.0007	0.2993

Table 6.C.1 (continued)
CALCULATIONAL SUMMARY FOR ALL CANDIDATE FUEL TYPES
AND BASKET CONFIGURATIONS

MPC-68					
Fuel Assembly Designation	**Cask**	**Maximum k_{eff}**	**Calculated k_{eff}**	**Std. Dev. (1-sigma)**	**EALF (eV)**
8x8B03	HI-STAR	0.9299	0.9257	0.0008	0.3319
8x8B04	HI-STAR	0.9236	0.9194	0.0008	0.3700
B8x8B01	HI-TRAC	0.9352	0.9310	0.0008	0.3393
B8x8B01	HI-STAR	0.9346	0.9301	0.0009	0.3389
B8x8B02	HI-TRAC	0.9401	0.9359	0.0007	0.3331
B8x8B02	HI-STAR	0.9385	0.9343	0.0008	0.3329
B8x8B03	HI-STORM	0.3934	0.3900	0.0004	1.815E+04
B8x8B03	HI-TRAC	0.9427	0.9385	0.0008	0.3278
B8x8B03	HI-STAR	0.9416	0.9375	0.0007	0.3293
8x8C01	HI-STAR	0.9315	0.9273	0.0007	0.2822
8x8C02	HI-STAR	0.9313	0.9268	0.0009	0.2716
8x8C03	HI-STAR	0.9329	0.9286	0.0008	0.2877
8x8C04	HI-STAR	0.9348	0.9307	0.0007	0.2915
8x8C05	HI-STAR	0.9353	0.9312	0.0007	0.2971
8x8C06	HI-STAR	0.9353	0.9312	0.0007	0.2944
8x8C07	HI-STAR	0.9314	0.9273	0.0007	0.2972
8x8C08	HI-STAR	0.9339	0.9298	0.0007	0.2915
8x8C09	HI-STAR	0.9301	0.9260	0.0007	0.3183
8x8C10	HI-STAR	0.9317	0.9275	0.0008	0.3018
8x8C11	HI-STAR	0.9328	0.9287	0.0007	0.3001
8x8C12	HI-STAR	0.9285	0.9242	0.0008	0.3062
B8x8C01	HI-TRAC	0.9348	0.9305	0.0008	0.3114

Table 6.C.1 (continued)
CALCULATIONAL SUMMARY FOR ALL CANDIDATE FUEL TYPES
AND BASKET CONFIGURATIONS

MPC-68					
Fuel Assembly Designation	**Cask**	**Maximum k_{eff}**	**Calculated k_{eff}**	**Std. Dev. (1-sigma)**	**EALF (eV)**
B8x8C01	HI-STAR	0.9357	0.9313	0.0009	0.3141
B8x8C02	HI-STORM	0.3714	0.3679	0.0004	2.30E+04
B8x8C02	HI-TRAC	0.9402	0.9360	0.0008	0.3072
B8x8C02	HI-STAR	0.9425	0.9384	0.0007	0.3081
B8x8C03	HI-TRAC	0.9429	0.9386	0.0008	0.3045
B8x8C03	HI-STAR	0.9418	0.9375	0.0008	0.3056
8x8D01	HI-STAR	0.9342	0.9302	0.0006	0.2733
8x8D02	HI-STAR	0.9325	0.9284	0.0007	0.2750
8x8D03	HI-STAR	0.9351	0.9309	0.0008	0.2731
8x8D04	HI-STAR	0.9338	0.9296	0.0007	0.2727
8x8D05	HI-STAR	0.9339	0.9294	0.0009	0.2700
8x8D06	HI-STAR	0.9365	0.9324	0.0007	0.2777
8x8D07	HI-STAR	0.9341	0.9297	0.0009	0.2694
8x8D08	HI-STAR	0.9376	0.9332	0.0009	0.2841
B8x8D01	HI-TRAC	0.9408	0.9368	0.0006	0.2773
B8x8D01	HI-STAR	0.9403	0.9363	0.0007	0.2778
8x8E01	HI-TRAC	0.9309	0.9266	0.0008	0.2834
8x8E01	HI-STAR	0.9312	0.9270	0.0008	0.2831
8x8F01	HI-TRAC	0.9396	0.9356	0.0006	0.2255
8x8F01	HI-STAR	0.9411	0.9366	0.0009	0.2264
9x9A01	HI-STAR	0.9353	0.9310	0.0008	0.2875
9x9A02	HI-STAR	0.9388	0.9345	0.0008	0.2228

Table 6.C.1 (continued)
CALCULATIONAL SUMMARY FOR ALL CANDIDATE FUEL TYPES
AND BASKET CONFIGURATIONS

MPC-68					
Fuel Assembly Designation	**Cask**	**Maximum k_{eff}**	**Calculated k_{eff}**	**Std. Dev. (1-sigma)**	**EALF (eV)**
9x9A03	HI-STAR	0.9351	0.9310	0.0007	0.2837
9x9A04	HI-STAR	0.9396	0.9355	0.0007	0.2262
B9x9A01	HI-STORM	0.3365	0.3331	0.0003	1.78E+04
B9x9A01	HI-TRAC	0.9434	0.9392	0.0007	0.2232
B9x9A01	HI-STAR	0.9417	0.9374	0.0008	0.2236
9x9B01	HI-STAR	0.9380	0.9336	0.0008	0.2576
9x9B02	HI-STAR	0.9373	0.9329	0.0009	0.2578
9x9B03	HI-STAR	0.9417	0.9374	0.0008	0.2545
B9x9B01	HI-TRAC	0.9417	0.9376	0.0007	0.2504
B9x9B01	HI-STAR	0.9436	0.9394	0.0008	0.2506
9x9C01	HI-TRAC	0.9377	0.9335	0.0008	0.2697
9x9C01	HI-STAR	0.9395	0.9352	0.0008	0.2698
9x9D01	HI-TRAC	0.9387	0.9343	0.0008	0.2635
9x9D01	HI-STAR	0.9394	0.9350	0.0009	0.2625
9x9E01	HI-STAR	0.9334	0.9293	0.0007	0.2227
9x9E02	HI-STORM	0.3676	0.3642	0.0003	2.409E+04
9x9E02	HI-TRAC	0.9402	0.9360	0.0008	0.2075
9x9E02	HI-STAR	0.9401	0.9359	0.0008	0.2065
9x9F01	HI-STAR	0.9307	0.9265	0.0007	0.2899
9x9F02	HI-STORM	0.3676	0.3642	0.0003	2.409E+04
9x9F02	HI-TRAC	0.9402	0.9360	0.0008	0.2075
9x9F02	HI-STAR	0.9401	0.9359	0.0008	0.2065

Table 6.C.1 (continued)
CALCULATIONAL SUMMARY FOR ALL CANDIDATE FUEL TYPES
AND BASKET CONFIGURATIONS

MPC-68					
Fuel Assembly Designation	**Cask**	**Maximum k_{eff}**	**Calculated k_{eff}**	**Std. Dev. (1-sigma)**	**EALF (eV)**
9x9G01	HI-TRAC	0.9307	0.9265	0.0007	0.2193
9x9G01	HI-STAR	0.9309	0.9265	0.0008	0.2191
10x10A01	HI-STAR	0.9377	0.9335	0.0008	0.3170
10x10A02	HI-STAR	0.9426	0.9386	0.0007	0.2159
10x10A03	HI-STAR	0.9396	0.9356	0.0007	0.3169
B10x10A01	HI-STORM	0.3379	0.3345	0.0003	1.74E+04
B10x10A01	HI-TRAC	0.9448	0.9405	0.0008	0.2214
B10x10A01	HI-STAR	0.9457	0.9414	0.0008	0.2212
10x10B01	HI-STAR	0.9384	0.9341	0.0008	0.2881
10x10B02	HI-STAR	0.9416	0.9373	0.0008	0.2333
10x10B03	HI-STAR	0.9375	0.9334	0.0007	0.2856
B10x10B01	HI-TRAC	0.9443	0.9401	0.0007	0.2380
B10x10B01	HI-STAR	0.9436	0.9395	0.0007	0.2366
10x10C01	HI-TRAC	0.9430	0.9387	0.0008	0.2424
10x10C01	HI-STAR	0.9433	0.9392	0.0007	0.2416
10x10D01	HI-TRAC	0.9383	0.9343	0.0007	0.3359
10x10D01	HI-STAR	0.9376	0.9333	0.0008	0.3355
10x10E01	HI-TRAC	0.9157	0.9116	0.0007	0.3301
10x10E01	HI-STAR	0.9185	0.9144	0.0007	0.2936

Table 6.C.1 (continued)
CALCULATIONAL SUMMARY FOR ALL CANDIDATE FUEL TYPES
AND BASKET CONFIGURATIONS

MPC-24 400PPM SOLUBLE BORON					
Fuel Assembly Designation	**Cask**	**Maximum k_{eff}**	**Calculated k_{eff}**	**Std. Dev. (1-sigma)**	**EALF (eV)**
14x14A03	HI-STAR	0.8884	0.8841	0.0008	0.2501
B14x14B01	HI-STAR	0.8900	0.8855	0.0009	0.3173
14x14C03	HI-STAR	0.8950	0.8907	0.0008	0.3410
14x14D01	HI-STAR	0.8518	0.8475	0.0008	0.4395
14x14E02	HI-STAR	0.7132	0.7090	0.0007	0.4377
15x15A01	HI-STAR	0.9119	0.9076	0.0008	0.3363
B15x15B01	HI-STAR	0.9284	0.9241	0.0008	0.3398
B15x15C01	HI-STAR	0.9236	0.9193	0.0008	0.3074
15x15D04	HI-STAR	0.9261	0.9218	0.0008	0.3841
15x15E01	HI-STAR	0.9265	0.9221	0.0008	0.3656
15x15F01	HI-STORM (DRY)	0.4013	0.3978	0.0004	28685
15x15F01	HI-TRAC	0.9301	0.9256	0.0009	0.3790
15x15F01	HI-STAR	0.9314	0.9271	0.0008	0.3791
15x15G01	HI-STAR	0.8939	0.8897	0.0007	0.4392
15x15H01	HI-TRAC	0.9345	0.9301	0.0008	0.3183
15x15H01	HI-STAR	0.9366	0.9320	0.0009	0.3175
16x16A03~~1~~	HI-STAR	0.89*93*~~55~~	0.89*48*~~12~~	0.000*9*~~8~~	0.3*164*~~227~~
17x17A01	HI-STAR	0.9264	0.9221	0.0008	0.2801
17x17B06	HI-STAR	0.9284	0.9241	0.0008	0.3383
17x17C02	HI-TRAC	0.9296	0.9250	0.0009	0.3447
17x17C02	HI-STAR	0.9294	0.9249	0.0009	0.3433

Table 6.C.1 (continued)
CALCULATIONAL SUMMARY FOR ALL CANDIDATE FUEL TYPES
AND BASKET CONFIGURATIONS

MPC-24E/~~MPC-24EF~~, UNBORATED WATER					
Fuel Assembly Designation	**Cask**	**Maximum k_{eff}**	**Calculated k_{eff}**	**Std. Dev. (1-sigma)**	**EALF (eV)**
14x14A03	HI-STAR	0.9380	0.9337	0.0008	0.2277
B14x14B01	HI-STAR	0.9312	0.9269	0.0008	0.2927
14x14C01	HI-STAR	0.9356	0.9311	0.0009	0.3161
14x14D01	HI-STAR	0.8875	0.8830	0.0009	0.4026
14x14E02	HI-STAR	0.7651	0.7610	0.0007	0.3645
15x15A01	HI-STAR	0.9336	0.9292	0.0008	0.2879
B15x15B01	HI-STAR	0.9465	0.9421	0.0008	0.2924
B15x15C01	HI-STAR	0.9462	0.9419	0.0008	0.2631
15x15D04	HI-STAR	0.9440	0.9395	0.0009	0.3316
15x15E01	HI-STAR	0.9455	0.9411	0.0009	0.3178
15x15F01	HI-STORM (DRY)	0.3699	0.3665	0.0004	3.280e+04
15x15F01	HI-TRAC	0.9465	0.9421	0.0009	0.3297
15x15F01	HI-STAR	0.9468	0.9424	0.0008	0.3270
15x15G01	HI-STAR	0.9054	0.9012	0.0007	0.3781
15x15H01	HI-STAR	0.9423	0.9381	0.0008	0.2628
16x16A0*3*~~1~~	HI-STAR	0.93*94*~~41~~	0.9*351*~~297~~	0.000*8*~~9~~	~~0.3019~~*NC*
17x17A01	HI-TRAC	0.9467	0.9425	0.0008	0.2372
17x17A01	HI-STAR	0.9447	0.9406	0.0007	0.2374
17x17B06	HI-STAR	0.9421	0.9377	0.0008	0.2888
17x17C02	HI-STAR	0.9433	0.9390	0.0008	0.2932

Table 6.C.1 (continued)
CALCULATIONAL SUMMARY FOR ALL CANDIDATE FUEL TYPES
AND BASKET CONFIGURATIONS

MPC-24E/~~MPC-24EF~~, 300PPM BORATED WATER					
Fuel Assembly Designation	**Cask**	**Maximum k_{eff}**	**Calculated k_{eff}**	**Std. Dev. (1-sigma)**	**EALF (eV)**
14x14A03	HI-STAR	0.8963	0.8921	0.0008	0.2231
B14x14B01	HI-STAR	0.8974	0.8931	0.0008	0.3214
14x14C01	HI-STAR	0.9031	0.8988	0.0008	0.3445
14x14D01	HI-STAR	0.8588	0.8546	0.0007	0.4407
14x14E02	HI-STAR	0.7249	0.7205	0.0008	0.4186
15x15A01	HI-STAR	0.9161	0.9118	0.0008	0.3408
B15x15B01	HI-STAR	0.9321	0.9278	0.0008	0.3447
B15x15C01	HI-STAR	0.9271	0.9227	0.0008	0.3121
15x15D04	HI-STAR	0.9290	0.9246	0.0009	0.3950
15x15E01	HI-STAR	0.9309	0.9265	0.0009	0.3754
15x15F01	HI-STORM (DRY)	0.3897	0.3863	0.0003	3.192E+04
15x15F01	HI-TRAC	0.9333	0.9290	0.0008	0.3900
15x15F01	HI-STAR	0.9332	0.9289	0.0008	0.3861
15x15G01	HI-STAR	0.8972	0.8930	0.0007	0.4473
15x15H01	HI-TRAC	0.9399	0.9356	0.0008	0.3235
15x15H01	HI-STAR	0.9399	0.9357	0.0008	0.3248
16x16A0*3*~~1~~	HI-STAR	0.90*60*~~21~~	0.*9017*~~8977~~	0.000*8*~~9~~	~~0.3274~~*NC*
17x17A01	HI-STAR	0.9332	0.9287	0.0009	0.2821
17x17B06	HI-STAR	0.9316	0.9273	0.0008	0.3455
17x17C02	HI-TRAC	0.9320	0.9277	0.0008	0.2819
17x17C02	HI-STAR	0.9312	0.9270	0.0007	0.3530

Table 6.C.1 (continued)
CALCULATIONAL SUMMARY FOR ALL CANDIDATE FUEL TYPES
AND BASKET CONFIGURATIONS

MPC-32, 4.1% Enrichment, Bounding Cases					
Fuel Assembly Designation	**Cask**	**Maximum k_{eff}**	**Calculated k_{eff}**	**Std. Dev. (1-sigma)**	**EALF (eV)**
14x14A03	HI-STAR	0.9041	0.9001	0.0006	0.3185
B14x14B01	HI-STAR	0.9257	0.9216	0.0007	0.4049
14x14C01	HI-STAR	0.9423	0.9382	0.0007	0.4862
14x14D01	HI-STAR	0.8970	0.8931	0.0006	0.5474
14x14E02	HI-STAR	0.7340	0.7300	0.0006	0.6817
15x15A01	HI-STAR	0.9206	0.9167	0.0006	0.5072
B15x15B01	HI-STAR	0.9397	0.9358	0.0006	0.4566
B15x15C01	HI-STAR	0.9266	0.9227	0.0006	0.4167
15x15D04	HI-STAR	0.9384	0.9345	0.0006	0.5594
15x15E01	HI-STAR	0.9365	0.9326	0.0006	0.5403
15x15F01	HI-STORM (DRY)	0.4691	0.4658	0.0003	1.207E+04
15x15F01	HI-TRAC	0.9403	0.9364	0.0006	0.4938
15x15F01	HI-STAR	0.9411	0.9371	0.0006	0.4923
15x15G01	HI-STAR	0.9147	0.9108	0.0006	0.5880
15x15H01	HI-STAR	0.9276	0.9237	0.0006	0.4710
16x16A03~~1~~	HI-STAR	0.9375~~468~~	0.9333~~427~~	0.0007	0.4488~~3925~~
17x17A01	HI-STAR	0.9111	0.9072	0.0006	0.4055
17x17B06	HI-STAR	0.9309	0.9269	0.0006	0.4365
17x17C02	HI-TRAC	0.9365	0.9327	0.0006	0.4468
17x17C02	HI-STAR	0.9355	0.9317	0.0006	0.4469

Table 6.C.1 (continued)
CALCULATIONAL SUMMARY FOR ALL CANDIDATE FUEL TYPES
AND BASKET CONFIGURATIONS

MPC-32, 5.0% Enrichment, Bounding Cases					
Fuel Assembly Designation	**Cask**	**Maximum k_{eff}**	**Calculated k_{eff}**	**Std. Dev. (1-sigma)**	**EALF (eV)**
14x14A03	HI-STAR	0.9000	0.8959	0.0007	0.4651
B14x14B01	HI-STAR	0.9214	0.9175	0.0006	0.6009
14x14C01	HI-STAR	0.9480	0.9440	0.0006	0.6431
14x14D01	HI-STAR	0.9050	0.9009	0.0007	0.7276
14x14E02	HI-STAR	0.7415	0.7375	0.0006	0.9226
15x15A01	HI-STAR	0.9230	0.9189	0.0007	0.7143
B15x15B01	HI-STAR	0.9429	0.9390	0.0006	0.7234
B15x15C01	HI-STAR	0.9307	0.9268	0.0006	0.6439
15x15D04	HI-STAR	0.9466	0.9425	0.0007	0.7525
15x15E01	HI-STAR	0.9434	0.9394	0.0007	0.7215
15x15F01	HI-STORM (DRY)	0.5142	0.5108	0.0004	1.228E+04
15x15F01	HI-TRAC	0.9470	0.9431	0.0006	0.7456
15x15F01	HI-STAR	0.9483	0.9443	0.0007	0.7426
15x15G01	HI-STAR	0.9251	0.9212	0.0006	0.9303
15x15H01	HI-STAR	0.9333	0.9292	0.0007	0.7015
16x16A03~~1~~	HI-STAR	0.9429~~74~~	0.9388~~434~~	0.0007~~6~~	0.5920~~36~~
17x17A01	HI-STAR	0.9161	0.9122	0.0006	0.6141
17x17B06	HI-STAR	0.9371	0.9331	0.0006	0.6705
17x17C02	HI-TRAC	0.9436	0.9396	0.0006	0.6773
17x17C02	HI-STAR	0.9437	0.9399	0.0006	0.6780

Table 6.C.1 (continued)
CALCULATIONAL SUMMARY FOR ALL CANDIDATE FUEL TYPES
AND BASKET CONFIGURATIONS

Note: Maximum k_{eff} = Calculated k_{eff} + $K_c \times \sigma_c$ + Bias + σ_B

where:

K_c = 2.0

σ_c = Std. Dev. (1-sigma)

Bias = 0.0021

σ_B = 0.0006

See Subsection 6.4.3 for further explanation.

CHAPTER 7[†]: CONFINEMENT

7.0 INTRODUCTION

Confinement of all radioactive materials in the HI-STORM 100 System is provided by the MPC. The design of the HI-STORM 100 confinement boundary assures that there are no credible design basis events that would result in a radiological release to the environment. The HI-STORM 100 Overpack and HI-TRAC Transfer Cask are designed to provide physical protection for an MPC during normal, off-normal, and postulated accident conditions to assure that the integrity of the MPC confinement boundary is maintained. The inert atmosphere in the MPC and the passive heat removal capabilities of the HI-STORM 100 also assure that the SNF assemblies remain protected from degradation, which might otherwise lead to gross cladding ruptures during dry storage.

A detailed description of the confinement structures, systems, and components important to safety is provided in Chapter 2. The structural adequacy of the MPC is demonstrated by the analyses documented in Chapter 3. The physical protection of the MPC provided by the Overpack and the HI-TRAC Transfer Cask is demonstrated by the structural analyses documented in Chapter 3 and for off-normal and postulated accident conditions in Chapter 11. The heat removal capabilities of the HI-STORM 100 System are demonstrated by the thermal analyses documented in Chapter 4.

This chapter describes the HI-STORM 100 confinement boundary design and describes how the design satisfies the confinement requirements of 10CFR72 [7.0.1]. It also provides an evaluation of the MPC confinement boundary as it relates to the criteria contained in Interim Staff Guidance (ISG)–18 and *ANSI N14.5-1997 [7.0.3]* as justification for determining that leakage from the confinement boundary is not credible and, therefore, no confinement analysis is required.

This chapter is in compliance with NUREG-1536 except as noted in Table 1.0.3.

[†] This chapter has been prepared in the format and section organization set forth in Regulatory Guide 3.61. However, the material content of this chapter also fulfills the requirements of NUREG-1536. Pagination and numbering of sections, figures, and tables are consistent with the convention set down in *Chapter 1,* Section 1.0, herein. Finally, all terms-of-art used in this chapter are consistent with the terminology of the glossary (Table 1.0.1) and component nomenclature of the Bill-of-Materials (Section 1.5).

7.1 CONFINEMENT BOUNDARY

The primary confinement boundary against the release of radionuclides is the cladding of the individual fuel rods. The spent fuel rods are protected from degradation by maintaining an inert gas atmosphere (helium) inside the MPC and keeping the fuel cladding temperatures below the design basis values specified in Chapter 2.

The HI-STORM 100 confinement boundary consists of any one of the fully-welded MPC designs described in Chapter 1. Each MPC is identical from a confinement perspective so the following discussion applies to all MPCs. The confinement boundary of the MPC consists of:

- MPC shell
- bottom baseplate
- MPC lid (including the vent and drain port cover plates)
- MPC closure ring
- associated welds

The above items form a totally seal-welded vessel for the storage of design basis spent fuel assemblies.

The MPC requires no valves, gaskets or mechanical seals for confinement. Figure 7.1.1 shows an elevation cross-section of the MPC confinement boundary. All components of the confinement boundary are Important to Safety, Category A, as specified in Table 2.2.6. The MPC confinement boundary is designed and fabricated in accordance with the ASME Code, Section III, Subsection NB [7.1.1] to the maximum extent practicable. Chapter 2 provides design criteria for the confinement design. Section 2.2.4 provides applicable Code requirements. NRC-approved alternatives to specific Code requirements with complete justifications are presented in Table 2.2.15.

7.1.1 Confinement Vessel

The HI-STORM 100 System confinement vessel is the MPC. The MPC is designed to provide confinement of all radionuclides under normal, off-normal and accident conditions. The MPC is designed, fabricated, inspected, and tested in accordance with the applicable requirements of ASME, Section III, Subsection NB [7.1.1], including certain NRC-approved alternatives. The MPC shell and baseplate assembly and basket structure are delivered to the loading facility as one complete component. The MPC lid, vent and drain port cover plates, and closure ring are supplied separately and are installed following fuel loading. The MPC lid and closure ring are welded to the upper part of the MPC shell after fuel loading to provide redundant sealing of the confinement boundary. The vent and drain port cover plates are welded to the MPC lid after the lid is welded to the MPC. The welds forming the confinement boundary are described in detail in Section 7.1.3.

The MPC lid is made intentionally thick to minimize radiation exposure to workers during MPC closure operations, and is welded to the MPC shell. The vent and drain port cover plates are welded to the MPC lid following completion of MPC draining, moisture removal, and helium backfill activities to close the MPC vent and drain openings. The MPC lid has a stepped recess around the perimeter for accommodating the closure ring. The MPC closure ring is welded to the MPC lid on the inner diameter of the ring and to the MPC shell on the outer diameter. The combination of the welded MPC lid and closure ring form the redundant closure of the MPC.

Table 7.1.1 provides a summary of the design ratings for normal, off-normal and accident conditions for the MPC confinement vessel. Tables 1.2.2, 2.2.1, and 2.2.3 provide additional design basis information.

The MPC shell and baseplate are helium leakage tested during fabrication in accordance with the requirements defined in Chapter 9. Following fuel loading and MPC lid welding, the MPC lid-to-shell weld is examined by liquid penetrant method, volumetrically examined (or, if volumetric examination is not performed, multi-layer liquid penetrant examination must be performed), and pressure tested. If the MPC lid weld is acceptable, the vent and drain port cover plates are welded in place*,* ~~and~~ examined by the liquid penetrant method*, and a leakage rate test is performed*. Finally, the MPC closure ring is installed, welded and inspected by the liquid penetrant method. Chapters 8, 9, and 12 provide procedural guidance, acceptance criteria, and operating controls, respectively, for performance and acceptance of liquid penetrant examinations, volumetric examination, ~~and~~ pressure testing *and leakage rate testing* of the field welds on the MPC.

After moisture removal, the MPC cavity is backfilled with helium. The helium backfill provides an inert atmosphere within the MPC cavity that precludes oxidation and hydride attack of the SNF cladding. Use of a helium atmosphere within the MPC contributes to the long-term integrity of the fuel cladding, reducing the potential for release of fission gas or other radioactive products to the MPC cavity. Helium also aids in heat transfer within the MPC and reduces the maximum fuel cladding temperatures. MPC inerting, in conjunction with the thermal design features of the MPC and storage cask, assures that the fuel assemblies are sufficiently protected against degradation, which might otherwise lead to gross cladding ruptures during long-term storage.

7.1.2 Confinement Penetrations

The MPC penetrations are designed to prevent the release of radionuclides under all normal, off-normal and accident conditions of storage. Two penetrations (the MPC vent and drain ports) are provided in the MPC lid for MPC draining, moisture removal and backfilling during MPC loading operations, and for fuel cool-down and MPC flooding during unloading operations. No other confinement penetrations exist in the MPC. The MPC vent and drain ports are equipped with metal-to-metal seals to minimize leakage and withstand the long-term effects of temperature and radiation. The vent and drain connectors allow the vent and drain ports to be operated like valves and prevent the need to hot tap into the penetrations during unloading operations. The MPC vent and drain ports are sealed by cover plates that are seal welded to the MPC lid. No credit is taken for the seal provided by the vent and drain port caps. The MPC closure ring covers the vent and drain port cover plate welds and the MPC lid-to-shell weld, providing the redundant closure of the MPC vessel. The redundant closures of the MPC satisfy the requirements of 10CFR72.236(e) [7.0.1].

The MPC has no bolted closures or mechanical seals. The confinement boundary contains no external penetrations for pressure monitoring or overpressure protection.

7.1.3 Seals and Welds

The MPC is designed, fabricated, and tested in accordance with the applicable requirements of ASME, Section III, Subsection NB [7.1.1], with certain NRC-approved alternatives. The MPC has no bolted closures or mechanical seals. Section 7.1.1 describes the design of the confinement vessel welds. The welds forming the confinement boundary are summarized in Table 7.1.2.

Confinement boundary welds are performed, inspected, and tested in accordance with the applicable requirements of ASME Section III, Subsection NB [7.1.1] with certain NRC-approved alternatives. The use of multi-pass welds, root pass, for multiple pass welds, and final surface liquid penetrant inspection, and volumetric examination essentially eliminates the chance of a pinhole leak through the weld. If volumetric examination is not performed, multi-layer liquid penetrant examination must be performed. Welds other than the ~~field closure welds~~ *MPC lid-to-shell and closure ring welds* are also helium leak tested~~ in the fabrication shop~~, providing added assurance of weld integrity. Additionally, a Code pressure test is performed on the MPC lid-to-shell weld to confirm the weld's structural integrity after fuel loading. The ductile stainless steel material used for the MPC confinement boundary is not susceptible to delamination or hydrogen-induced weld degradation. The closure weld redundancy assures that failure of any single MPC confinement boundary closure weld does not result in release of radioactive material to the environment. Table 9.1.4 provides a summary of the closure weld examinations and tests.

7.1.4 Closure

The MPC is a totally seal-welded pressure vessel. The MPC has no bolted closure or mechanical seals. The MPC's redundant closures are designed to maintain confinement integrity during normal conditions of storage, and off-normal and postulated accident conditions. There are no unique or special closure devices. Primary closure welds (lid-to-shell and vent/drain port cover plate-to-lid) are examined using the liquid penetrant technique to ensure their integrity. *Additionally, the vent/drain port cover plate-to-lid welds are helium leakage tested to be leaktight in accordance with ANSI N14.5-1997 [7.0.3].* A description of the MPC weld examinations is provided in Chapter 9.

Since the MPC uses an entirely welded redundant closure system, no direct monitoring of the closure is required. Chapter 11 describes requirements for verifying the continued confinement capabilities of the MPC in the event of off-normal or accident conditions. As discussed in Section 2.3.3.2, no instrumentation is required or provided for HI-STORM 100 System storage operations, other than normal security service instruments and TLDs.

7.1.5 Damaged Fuel Container

The MPC is designed to allow for the storage of specified damaged fuel assemblies and fuel debris in a specially designed damaged fuel container (DFC). Fuel assemblies classified as damaged fuel or fuel debris as specified in Section 2.1.9 have been evaluated.

To aid in loading and unloading, damaged fuel assemblies and fuel debris will be loaded into stainless steel DFCs for storage in the HI-STORM 100 System. The DFCs that may be loaded into the MPCs are discussed in Section 2.1.3. The DFC is designed to provide SNF loose component retention and handling capabilities. The DFC consists of a smooth-walled, welded stainless steel square container with a removable lid. The container lid provides the means of DFC closure and handling. The DFC is provided with stainless steel wire mesh screens in the top and bottom for draining, moisture removal and helium backfill operations. The screens are specified as a 250-by-250-mesh with an effective opening of 0.0024 inches. There are no other openings in the DFC. Section 2.1.9 specifies the fuel assembly characteristics for damaged fuel *and fuel debris* acceptable for loading in the MPC-24E, MPC-24EF, MPC-32, MPC-32F, MPC-68, MPC-68F or MPC-68FF ~~and for fuel debris acceptable for loading in the MPC-24EF, MPC-32F, MPC-68F or MPC-68FF~~.

Since the DFC has screens on the top and bottom, the DFC provides no pressure retention function. The confinement function of the DFC is limited to minimizing the release of loose particulates within the sealed MPC. The confinement function of the MPC is not altered by the presence of the DFCs. The radioactive material available for release from the specified fuel assemblies are bounded by the design basis fuel assemblies analyzed herein.

7.1.6 Design and Qualification of ~~Final~~ *the* MPC ~~Closure~~ *Lid-to-Shell* Weld~~s~~

The Holtec MPC ~~final closure~~ *lid-to-shell* weld~~s~~ meet*s* the criteria of NRC Interim Staff Guidance (ISG)18 [7.1.2] such that leakage from the MPC ~~confinement boundary~~ *lid-to-shell weld* is not considered credible. Table 7.1.4 provides the matrix of ISG-18 criteria and how the Holtec MPC design and associated inspection, testing, and QA requirements meet each one. In addition, because proper execution of the MPC lid-to-shell weld is vital to ensuring no credible leakage from the field-welded MPC, Holtec shall review the closure welding procedures for conformance to Code and FSAR requirements.

Table 7.1.1

SUMMARY OF CONFINEMENT BOUNDARY DESIGN SPECIFICATIONS

Design Condition	Design Pressure (psig)	Design Temperature (^{o}F)
Normal	100	MPC Lid: 550
		MPC Shell: 500
		MPC Baseplate: 400
Off-Normal	110	MPC Lid: 775
		MPC Shell: 775
		MPC Baseplate: 775
Accident	200	MPC Lid: 775
		MPC Shell: 775
		MPC Baseplate: 775

Table 7.1.2

MPC CONFINEMENT BOUNDARY WELDS

Confinement Boundary Welds		
MPC Weld Location	**Weld Type†**	**ASME Code Category (Section III, Subsection NB)**
Shell longitudinal seam	Full Penetration Groove (shop weld)	A
Shell circumferential seam	Full Penetration Groove (shop weld)	B
Baseplate to shell	Full Penetration Groove (shop weld)	C
MPC lid to shell	Partial Penetration Groove (field weld)	C
MPC closure ring to shell	Fillet (field weld)	††
Vent and drain port cover plates to MPC lid	Partial Penetration Groove (field weld)	D
MPC closure ring to closure ring radial	Partial Penetration Groove (field weld)	††
MPC closure ring to MPC lid	Partial Penetration Groove (field weld)	C

† The tests and inspections for the confinement boundary welds are listed in Section 9.1.1.

†† This joint is governed by NB-5271 (liquid penetrant examination).

Table 7.1.3

TABLE DELETED

Table 7.1.4

COMPARISON OF HOLTEC MPC DESIGN WITH ISG-18 GUIDANCE FOR STORAGE

DESIGN/QUALIFICATION GUIDANCE	HOLTEC MPC DESIGN	FSAR REFERENCE
The canister is constructed from austenitic stainless steel	The MPC enclosure vessel is constructed entirely from austenitic stainless steel (Alloy X). Alloy X is defined as Type 304, 304LN, 316, or 316LN material	Section 1.2.1.1 and Appendix 1.A
The canister closure welds meet the guidance of ISG-15 (or approved alternative), Section X.5.2.3	The MPC lid-to-shell (LTS) closure weld meets ISG-15, Section X.5.2.3 for austenitic stainless steels. UT examination is permitted and NB-5332 acceptance criteria are required. An optional multi-layer PT examination is also permitted. The multi-layer PT is performed at each approximately 3/8" of weld depth, which corresponds to the critical flaw size. A weld quality factor of 0.45 (45% of actual weld capacity) has been used in the stress analysis.	Section 9.1.1.1 and Tables 2.2.15 and 9.1.4. HI-STAR FSAR Section 3.4.4.3.1.5 and Appendix 3.E (Docket 72-1008)
The canister maintains its confinement integrity during normal conditions, anticipated occurrences, and credible accidents, and natural phenomena	The MPC is shown by analysis to maintain confinement integrity for all normal, off-normal, and accident conditions, including natural phenomena. The MPC is design to withstand 45 g deceleration loadings and the cask system is analyzed to verify that decelerations due to credible drops and non-mechanistic tipovers will be less than 45 g's.	Section 3.4.4.3 and Appendix 3.A. HI-STAR FSAR Section 3.4.4.3
Records documenting the fabrication and closure welding of canisters shall comply with the provisions 10 CFR 72.174 and ISG-15. Record storage shall comply with ANSI N45.2.9.	Records documenting the fabrication and closure welding of MPCs meet the requirements of ISG-15 via controls required by the FSAR and HI-STORM CoC. Compliance with 10 CFR 72.174 and ANSI N.45.2.9 is achieved via Holtec QA program and implementing procedures.	Section 9.1.1.1 and Table 2.2.15 Section 13.0
Activities related to inspection, evaluation, documentation of fabrication, and closure welding of canisters shall be performed in accordance with an NRC-approved quality assurance program.	The NRC has approved the Holtec quality assurance program under 10 CFR 71. That QA program approval has been adopted for activities governed by 10 CFR 72 as permitted by 10 CFR 72.140(d)	Section 13.0

7.4 REFERENCES

[7.0.1] 10CFR72, Licensing Requirements for the Independent Storage of Spent Nuclear Fuel and High-Level Radioactive Waste.

[7.0.2] NUREG-1536, "Standard Review Plan for Dry Cask Storage Systems", January, 1997.

[7.0.3] ANSI N14.5-1997, "American National Standard for Radioactive Materials – Leakage Tests on Packages for Shipment."

[7.1.1] American Society of Mechanical Engineers (ASME), Boiler and Pressure Vessel Code, Section III, Division 1, Subsection NB, Class 1 Components, 1995 Edition.

[7.1.2] Interim Staff Guidance 18, "The Design/Qualification of Final Closure Welds on Austenitic Stainless Steel Canisters as Confinement Boundary for Spent Fuel Storage and Containment Boundary for Spent Fuel Transportation," May 2003.

[7.2.1] Deleted

[7.2.2] Deleted.

[7.3.1] Deleted.

[7.3.2] Deleted.

[7.3.3] Deleted.

[7.3.4] Deleted.

[7.3.5] Deleted.

[7.3.6] Deleted.

[7.3.7] Deleted.

[7.3.8] Deleted.

[7.3.9] Deleted.

[7.3.10] Deleted.

[7.3.11] Deleted.

CHAPTER 8: OPERATING PROCEDURES†

8.0 INTRODUCTION:

This chapter outlines the loading, unloading, and recovery procedures for the HI-STORM 100 System for storage operations. The procedures provided in this chapter are prescriptive to the extent that they provide the basis and general guidance for plant personnel in preparing detailed, written, site-specific, loading, handling, storage and unloading procedures. Users may add, modify the sequence of, perform in parallel, or delete steps as necessary provided that the intent of this guidance is met and the requirements of the CoC are met. The information provided in this chapter meets all requirements of NUREG-1536 [8.0.1].

Section 8.1 provides the guidance for loading the HI-STORM 100 System in the spent fuel pool. Section 8.2 provides the procedures for ISFSI operations and general guidance for performing maintenance and responding to abnormal events. Responses to abnormal events that may occur during normal loading operations are provided with the procedure steps. Section 8.3 provides the procedure for unloading the HI-STORM 100 System in the spent fuel pool. Section 8.4 provides the guidance for MPC transfer to the HI-STAR 100 Overpack for transport or storage. Section 8.4 can also be used for recovery of a breached MPC for transport or storage. Section 8.5 provides the guidance for transfer of the MPC into HI-STORM from the HI-STAR 100 transport overpack. Equipment specific operating details such as Vacuum Drying System, valve manipulation and Transporter operation are not within the scope of this FSAR and will be provided to users based on the specific equipment selected by the users and the configuration of the site.

The procedures contained herein describe acceptable methods for performing HI-STORM 100 loading and unloading operations. Unless otherwise stated, references to the HI-STORM 100 apply equally to the HI-STORM 100, 100S and 100S Version B. Users may alter these procedures to allow alternate methods and operations to be performed in parallel or out of sequence as long as the general intent of the procedure is met. In the figures following each section, acceptable configurations of rigging, piping, and instrumentation are shown. In some cases, the figures are artist's renditions. Users may select alternate configurations, equipment and methodology to accommodate their specific needs provided that the intent of this guidance is met and the requirements of the CoC are met. All rigging should be approved by the user's load handling authority prior to use. User-developed procedures, and the design and operation of any alternate equipment, must be reviewed by the Certificate holder prior to implementation.

Licensees (Users) will utilize the procedures provided in this chapter, equipment-specific operating instructions, and plant working procedures and apply them to develop the site specific written, loading and unloading procedures.

The loading and unloading procedures in Section 8.1 and 8.3 can also be appropriately revised into written site-specific procedures to allow dry loading and unloading of the system in a hot

† This chapter has been prepared in the format and section organization set forth in Regulatory Guide 3.61. However, the material content of this chapter also fulfills the requirements of NUREG 1536. Pagination and numbering of sections, figures, and tables are consistent with the convention set down in Chapter 1, Section 1.0, herein. Finally, all terms-of-art used in this chapter are consistent with the terminology of the glossary (Table 1.0.1) and component nomenclature of the Bill-of-Materials (Section 1.5).

cell or other remote handling facility. The Dry Transfer Facility (DTF) loading and unloading procedures are essentially the same with respect to loading removing moisture, and inerting, of the MPC. The dry transfer facility shall develop the appropriate site-specific procedures as part of the DTF facility license.

Tables 8.1.1 through 8.1.4 provide the handling weights for each of the HI-STORM 100 System major components and the loads to be lifted during various phases of the operation of the HI-STORM 100 System. Users shall take appropriate actions to ensure that the lift weights do not exceed user-supplied lifting equipment rated loads. Table 8.1.5 provides the HI-STORM 100 System bolt torque and sequencing requirements. Table 8.1.6 provides an operational description of the HI-STORM 100 System ancillary equipment along with its safety designation, where applicable. Fuel assembly selection and verification shall be performed by the licensee in accordance with written, approved procedures which ensure that only SNF assemblies authorized in the Certificate of Compliance and as defined in Section 2.1.9 are loaded into the HI-STORM 100 System.

In addition to the requirements set forth in the CoC, users will be required to develop or modify existing programs and procedures to account for the operation of an ISFSI. Written procedures will be required to be developed or modified to account for such things as nondestructive examination (NDE) of the MPC welds, handling and storage of items and components identified as Important to Safety, 10CFR72.48 [8.1.1] programs, specialized instrument calibration, special nuclear material accountability at the ISFSI, security modifications, fuel handling procedures, training and emergency response, equipment and process qualifications. Users are required to take necessary actions to prevent boiling of the water in the MPC. This may be accomplished by performing a site-specific analysis to identify a time limitation to ensure that water boiling will not occur in the MPC prior to the initiation of draining operations. Chapter 4 of the FSAR provides some sample time limits for the time to initiation of draining for various spent fuel pool water temperatures using design basis heat loads. Users are also required to take necessary actions to prevent the fuel cladding from exceeding temperature limits during drying operations and during handling of the MPC in the HI-TRAC transfer cask. Section 4.5 of the FSAR provides requirements on the necessary actions, if any, based on the heat load of the MPC.

Table 8.1.7 summarizes some of the instrumentation used to load and unload the HI-STORM 100 System. Tables 8.1.8, 8.1.9, and 8.1.10 provide sample receipt inspection checklists for the HI-STORM 100 overpack, the MPC, and the HI-TRAC Transfer Cask, respectively. Users may develop site-specific receipt inspection checklists, as required for their equipment. Fuel handling, including the handling of fuel assemblies in the Damaged Fuel Container (DFC) shall be performed in accordance with written site-specific procedures. DFCs shall be loaded in the spent fuel pool racks prior to placement into the MPC.

Technical and Safety Basis for Loading and Unloading Procedures

The procedures herein (Sections 8.1.2 through 8.1.5) are developed for the loading, storage, unloading, and recovery of spent fuel in the HI-STORM 100 System. The activities involved in loading of spent fuel in a canister system, if not carefully performed, may present risks. The design of the HI-STORM 100 System, including these procedures, the ancillary equipment and the Technical Specifications, serve to minimize risks and mitigate consequences of potential events. To summarize, consideration is given in the loading and unloading systems and procedures to the potential events listed in Table 8.0.1.

The primary objective is to reduce the risk of occurrence and/or to mitigate the consequences of the event. The procedures contain Notes, Warnings, and Cautions to notify the operators to upcoming situations and provide additional information as needed. The Notes, Warnings and Cautions are purposely bolded and boxed and immediately precede the applicable steps.

In the event of an extreme abnormal condition (e.g., cask drop or tip-over event) the user shall have appropriate procedural guidance to respond to the situation. As a minimum, the procedures shall address establishing emergency action levels, implementation of emergency action program, establishment of personnel exclusions zones, monitoring of radiological conditions, actions to mitigate or prevent the release of radioactive materials, and recovery planning and execution and reporting to the appropriate regulatory agencies, as required.

Table 8.0.1
OPERATIONAL CONSIDERATIONS

POTENTIAL EVENTS	METHODS USED TO ADDRESS EVENT	COMMENTS/ REFERENCES
Cask Drop During Handling Operations	Cask lifting and handling equipment is designed to ANSI N14.6. Procedural guidance is given for cask handling, inspection of lifting equipment, and proper engagement to the trunnions.	See Section 8.1.2.
Cask Tip-Over Prior to welding of the MPC lid	The Lid Retention System is available to secure the MPC lid during movement between the spent fuel pool and the cask preparation area.	See Section 8.1.5. See Figure 8.1.15.
Contamination of the MPC external shell	The annulus seal, pool lid, and Annulus Overpressure System minimize the potential for the MPC external shell to become contaminated from contact with the spent fuel pool water.	See Figures 8.1.13 and 8.1.14.
Contamination spread from cask process system exhausts	Processing systems are equipped with exhausts that can be directed to the plant's processing systems.	See Figures 8.1.19-8.1.22.
Damage to fuel assembly cladding from oxidation/thermal shock	Fuel assemblies are never subjected to air or oxygen during loading and unloading operations. Cool-Down System brings fuel assembly bulk temperatures to below water boiling temperature prior to flooding.	See Section 8.1.5, and Section 8.3.3
Damage to Vacuum Drying System vacuum gauges from positive pressure	Vacuum Drying System is separate from pressurized gas and water systems.	See Figure 8.1.22 and 8.1.23.
Ignition of combustible mixtures of gas (e.g., hydrogen) during MPC lid welding or cutting	The area around MPC lid shall be appropriately monitored for combustible gases prior to, and during welding or cutting activities. The space below the MPC lid shall be evacuated or purged prior to, and during these activities.	See Section 8.1.5 and Section 8.3.3.

Table 8.0.1
OPERATIONAL CONSIDERATIONS (CONTINUED)

POTENTIAL EVENTS	**METHODS USED TO ADDRESS EVENT**	**COMMENTS/ REFERENCES**
Excess dose from failed fuel assemblies	MPC gas sampling allows operators to determine the integrity of the fuel cladding prior to opening the MPC. This allows preparation and planning for failed fuel. The RVOAs allow the vent and drain ports to be operated like valves and prevent the need to hot tap into the penetrations during unloading operation.	See Figure 8.1.16 and Section 8.3.3.
Excess dose to operators	The procedures provide ALARA Notes and Warnings when radiological conditions may change.	See ALARA Notes and Warnings throughout the procedures.
Excess generation of radioactive waste	The HI-STORM system uses process systems that minimize the amount of radioactive waste generated. Such features include smooth surfaces for ease of decontamination efforts, prevention of avoidable contamination, and procedural guidance to reduce decontamination requirements. Where possible, items are installed by hand and require no tools.	Examples: HI-TRAC bottom protective cover, bolt plugs in empty holes, pre-wetting of components.
Fuel assembly misloading event	Procedural guidance is given to perform assembly selection verification and a post-loading visual verification of assembly identification prior to installation of the MPC lid.	See Section 8.1.4.
Incomplete moisture removal from MPC	The vacuum drying process reduces the MPC pressure in stages to prevent the formation of ice. Vacuum is held below 3 torr for 30 minutes with the vacuum pump isolated to assure dryness. If the forced helium dehydration process used, the temperature of the gas exiting the demoisturizer is held below 21 ^{o}F for a minimum of 30 minutes. The TS require the surveillance requirement for moisture removal to be met before entering transport operations	See Section 8.1.5

Table 8.0.1
OPERATIONAL CONSIDERATIONS (CONTINUED)

POTENTIAL EVENTS	**METHODS USED TO ADDRESS EVENT**	**COMMENTS/ REFERENCES**
Incorrect MPC lid installation	Procedural guidance is given to visually verify correct MPC lid installation prior to HI-TRAC removal from the spent fuel pool.	See Section 8.1.5.
Load Drop	Rigging diagrams and procedural guidance are provided for all lifts. Component weights are provided in Tables 8.1.1 through 8.1.4.	See Figures 8.1.6, 8.1.7, 8.1.9, 8.1.25 and 8.1.27. See Tables 8.1.1 through 8.1.4.
Over-pressurization of MPC during loading and unloading	Pressure relief valves in the water and gas processing systems limit the MPC pressure to acceptable levels.	See Figures 8.1.20, 8.1.21, 8.1.23 and 8.3.4.
Overstressing MPC lift lugs from side loading	The MPC is upended using the upending frame.	See Figure 8.1.6 and Section 8.1.2.
Overweight cask lift	Procedural guidance is given to alert operators to potential overweight lifts.	See Section 8.1.7 for example. See Tables 8.1.1 through 8.1.4.
Personnel contamination by cutting/grinding activities	Procedural guidance is given to warn operators prior to cutting or grinding activities.	See Section 8.1.5 and Section 8.3.3.
Transfer cask carrying hot particles out of the spent fuel pool	Procedural guidance is given to scan the transfer cask prior to removal from the spent fuel pool.	See Section 8.1.3 and Section 8.1.5.
Unplanned or uncontrolled release of radioactive materials	The MPC vent and drain ports are equipped with metal-to-metal seals to minimize the leakage during moisture removal and helium backfill operations. Unlike elastomer seals, the metal seals resist degradation due to temperature and radiation and allow future access to the MPC ports without hot tapping. The RVOAs allow the port to be opened and closed like a valve so gas sampling may be performed.	See Figure 8.1.11 and 8.1.16. See Section 8.3.3.

8.1 PROCEDURE FOR LOADING THE HI-STORM 100 SYSTEM IN THE SPENT FUEL POOL

8.1.1 Overview of Loading Operations:

The HI-STORM 100 System is used to load, transfer and store spent fuel. Specific steps are performed to prepare the HI-STORM 100 System for fuel loading, to load the fuel, to prepare the system for storage and to place it in storage at an ISFSI. The MPC transfer may be performed in the cask receiving area, at the ISFSI, or any other location deemed appropriate by the user. HI-TRAC and/or HI-STORM may be transferred between the ISFSI and the fuel loading facility using a specially designed transporter, heavy haul transfer trailer, or any other load handling equipment designed for such applications as long as the lift height restrictions are met (lift height restrictions apply only to suspended forms of transport). Users shall develop detailed written procedures to control on-site transport operations. Section 8.1.2 provides the general procedures for rigging and handling of the HI-STORM overpack and HI-TRAC transfer cask. Figure 8.1.1 shows a general flow diagram of the HI-STORM loading operations.

Refer to the boxes of Figure 8.1.2 for the following description. At the start of loading operations, an empty MPC is upended (Box 1). The empty MPC is raised and inserted into HI-TRAC (Box 2). The annulus is filled with plant demineralized water† and the MPC is filled with either spent fuel pool water or plant demineralized water (borated as required) (Box 3). An inflatable seal is installed in the upper end of the annulus between the MPC and HI-TRAC to prevent spent fuel pool water from contaminating the exterior surface of the MPC. HI-TRAC and the MPC are then raised and lowered into the spent fuel pool for fuel loading using the lift yoke (Box 4). Pre-selected assemblies are loaded into the MPC and a visual verification of the assembly identification is performed (Box 5).

While still underwater, a thickly shielded lid (the MPC lid) is installed using either slings attached to the lift yoke or the optional Lid Retention System (Box 6). The lift yoke remotely engages to the HI-TRAC lifting trunnions to lift the HI-TRAC and loaded MPC close to the spent fuel pool surface (Box 7). When radiation dose rate measurements confirm that it is safe to remove the HI-TRAC from the spent fuel pool, the cask is removed from the spent fuel pool. If the Lid Retention System is being used, the HI-TRAC top lid bolts are installed to secure the MPC lid for the transfer to the cask preparation area. The lift yoke and HI-TRAC are sprayed with demineralized water to help remove contamination as they are removed from the spent fuel pool.

HI-TRAC is placed in the designated preparation area and the Lift Yoke and Lid Retention System (if utilized) are removed. The next phase of decontamination is then performed. The top surfaces of the MPC lid and the upper flange of HI-TRAC are decontaminated. The Temporary Shield Ring (if utilized) is installed and filled with water and the neutron shield jacket is filled with water (if drained). The inflatable annulus seal is removed, and the annulus shield (if utilized) is installed. The Temporary Shield Ring provides additional personnel shielding around the top of the HI-TRAC during MPC closure operations. The annulus shield provides additional personnel shielding at the top of the annulus and also prevents small items from being dropped into the annulus. Dose rates are measured at the MPC lid to ensure that the dose rates are within

† Users may substitute domestic water in each step where demineralized water is specified.

expected values.

The MPC water level is lowered slightly, the MPC is vented, and the MPC lid is seal welded using the automated welding system (Box 8). Visual examinations are performed on the tack welds. Liquid penetrant (PT) examinations are performed on the root and final passes. An ultrasonic or multi-layer PT examination is performed on the MPC Lid-to-Shell weld to ensure that the weld is satisfactory. As an alternative to volumetric examination of the MPC lid-to-shell weld, a multi-layer PT is performed including one intermediate examination after approximately every three-eighth inch of weld depth. The water level is raised to the top of the MPC and a hydrostatic test followed by an additional liquid penetrant examination is performed on the MPC Lid-to-Shell weld to verify structural integrity. To calculate the helium backfill requirements for the MPC (if the backfill is based upon helium mass or volume measurements), the free volume inside the MPC must first be determined. This free volume may be determined by measuring the volume of water displaced or any other suitable means.

Depending upon the burn-up of the fuel to be loaded in the MPC, moisture is removed from the MPC using either a vacuum drying system or forced helium dehydration system. For MPCs without high burn-up fuel, the vacuum drying system may be connected to the MPC and used to remove all liquid water from the MPC in a stepped evacuation process (Box 9). A stepped evacuation process is used to preclude the formation of ice in the MPC and vacuum drying system lines. The internal pressure is reduced to below 3 torr and held for 30 minutes to ensure that all liquid water is removed.

For high-burn-up fuel, or as an alternative for MPCs without high burn-up fuel, a forced helium dehydration system is utilized to remove residual moisture from the MPC. Gas is circulated through the MPC to evaporate and remove moisture. The residual moisture is condensed until no additional moisture remains in the MPC. The temperature of the gas exiting the system demoisturizer is maintained below 21 ^{o}F for a minimum of 30 minutes to ensure that all liquid water is removed

Following MPC moisture removal, the MPC is backfilled with a predetermined amount of helium gas. If the MPC contains high burn-up fuel, then a Supplemental Cooling System (SCS) (if required) is connected to the HI-TRAC annulus prior to helium backfill and is used to circulate coolant to maintain fuel cladding temperatures below ISG-11 Rev. 3 limits (See Figure 2.C.1). The helium backfill ensures adequate heat transfer during storage, and provides an inert atmosphere for long-term fuel integrity. Cover plates are installed and seal welded over the MPC vent and drain ports with liquid penetrant examinations performed on the root and final passes (for multi-pass welds) (Box 10). *The cover plate welds are helium leakage tested to confirm that they meet the established leakage rate criteria.*

The MPC closure ring is then placed on the MPC and dose rates are measured at the MPC lid to ensure that the dose rates are within expected values. The closure ring is aligned, tacked in place and seal welded providing redundant closure of the MPC confinement boundary closure welds. Tack welds are visually examined, and the root and final welds are inspected using the liquid penetrant examination technique to ensure weld integrity.

The annulus shield (if utilized) is removed and the remaining water in the annulus is drained. The Temporary Shield Ring (if utilized) is drained and removed. The MPC lid and accessible areas of the top of the MPC shell are smeared for removable contamination and HI-TRAC dose rates are measured. HI-TRAC top lid[3] is installed and the bolts are torqued (Box 11). The MPC lift cleats are installed on the MPC lid. The MPC lift cleats are the primary lifting point on the MPC. MPC slings are installed between the MPC lift cleats and the lift yoke (Box 12).

If the HI-TRAC 125 is being used, the transfer lid is attached to the HI-TRAC as follows. The HI-TRAC is positioned above the transfer slide to prepare for bottom lid replacement. The transfer slide consists of an adjustable-height rolling carriage and a pair of channel tracks. The transfer slide supports the transfer step which is used to position the two lids at the same elevation and creates a tight seam between the two lids to eliminate radiation streaming. The overhead crane is shut down to prevent inadvertent operation. The transfer slide carriage is raised to support the pool lid while the bottom lid bolts are removed. The transfer slide then lowers the pool lid and replaces the pool lid with the transfer lid. The carriage is raised and the bottom lid bolts are replaced. The MPC lift cleats and slings support the MPC during the transfer operations. Following the transfer, the MPC slings are disconnected and HI-TRAC is positioned for MPC transfer into HI-STORM.

MPC transfer may be performed inside or outside the fuel building (Box 13). Similarly, HI-TRAC and HI-STORM may be transferred to the ISFSI in several different ways (Box 14 and 15). The empty HI-STORM overpack is inspected and positioned with the lid removed. Vent duct shield inserts[1] are installed in the HI-STORM exit vent ducts. The vent duct shield inserts prevent radiation streaming from the HI-STORM Overpack as the MPC is lowered past the exit vents. If the HI-TRAC 125D is used, the mating device is positioned on top of the HI-STORM. The HI-TRAC is placed on top of HI-STORM. An alignment device (or mating device in the case of HI-TRAC 125D) helps guide HI-TRAC during this operation[2]. The MPC may be lowered using the MPC downloader, the main crane hook or other similar devices. The MPC downloader (if used) may be attached to the HI-TRAC lid or mounted to the overhead lifting device. The MPC slings are attached to the MPC lift cleats.

If used, the SCS will be disconnected from the HI-TRAC and the HI-TRAC annulus drained, prior to transfer of the MPC from the HI-TRAC to the HI-STORM. If the transfer doors are used (i.e. not the HI-TRAC 125D), the MPC is raised slightly, the transfer lid door locking pins are removed and the doors are opened. If the HI-TRAC 125D is used, the pool lid is removed and the mating device drawer is opened. Optional trim plates may be installed on the top and bottom of both doors (or drawer for HI-TRAC 125D) and secured using hand clamps. The trim plates eliminate radiation streaming above and below the doors (drawer). The MPC is lowered into HI-STORM. Following verification that the MPC is fully lowered, the MPC slings are disconnected from the lifting device and lowered onto the MPC lid. The trim plates are removed, the doors (or drawer) are closed. The empty HI-TRAC must be removed with the doors open when the HI-

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1. Vent duct shield inserts are only used on the HI-STORM 100.
2. The alignment guide may be configured in many different ways to accommodate the specific sites. See Table 8.1.6.
3. Users with the optional HI-TRAC Lid Spacer shall modify steps in their procedures to install and remove the spacer together with top lid

STORM 100S is used to prevent interference with the lift cleats and slings. HI-TRAC is removed from on top of HI-STORM. The MPC slings and MPC lift cleats are removed. Hole plugs are installed in the empty MPC lifting holes to fill the voids left by the lift cleat bolts. The alignment device (or mating device with pool lid for HI-TRAC 125D) and vent duct shield inserts (if used) are removed, and the HI-STORM lid is installed. The exit vent gamma shield cross plates, temperature elements (if used) and vent screens are installed. The HI-STORM lid studs and nuts are installed. The HI-STORM is secured to the transporter (as applicable) and moved to the ISFSI pad. The HI-STORM Overpack and HI-TRAC transfer cask may be moved using a number of methods as long as the lifting equipment requirements are met. For sites with high seismic conditions, the HI-STORM 100A is anchored to the ISFSI. Once located at the storage pad, the inlet vent gamma shield cross plates are installed and the shielding effectiveness test is performed. Finally, the temperature elements and their instrument connections are installed (if used), and the air temperature rise testing (if required) is performed to ensure that the system is functioning within its design parameters.

8.1.2 HI-TRAC and HI-STORM Receiving and Handling Operations

Note:
HI-TRAC may be received and handled in several different configurations and may be transported on-site in a horizontal or vertical orientation. This section provides general guidance for HI-TRAC and HI-STORM handling. Site-specific procedures shall specify the required operational sequences based on the handling configuration at the sites.

1. Vertical Handling of HI-TRAC:
   a. Verify that the lift yoke load test certifications are current.
   b. Visually inspect the lifting device (lift yoke or lift links) and the lifting trunnions for gouges, cracks, deformation or other indications of damage. Replace or repair damaged components as necessary.
   c. Engage the lift yoke to the lifting trunnions. See Figure 8.1.3.
   d. Apply lifting tension to the lift yoke and verify proper engagement of the lift yoke.

Note:
Refer to the site's heavy load handling procedures for lift height, load path, floor loading and other applicable load handling requirements.
Warning:
When lifting the loaded HI-TRAC with only the pool lid, the HI-TRAC should be carried as low as practicable. This minimizes the dose rates due to radiation scattering from the floor. Personnel should remain clear of the area and the HI-TRAC should be placed in position as soon as practicable.

   e. Raise HI-TRAC and position it accordingly.
2. Upending of HI-TRAC in the Transfer Frame:
   a. Position HI-TRAC under the lifting device. Refer to Step 1, above.

b. If necessary, remove the missile shield from the HI-TRAC Transfer Frame. See Figure 8.1.4.

c. Verify that the lift yoke load test certifications are current.

d. Visually inspect the lift yoke and the lifting trunnions for gouges, cracks, deformation or other indications of damage. Repair or replace damaged components as necessary.

e. Deleted.

f. Engage the lift yoke to the lifting trunnions. See Figure 8.1.3.

g. Apply lifting tension to the lift yoke and verify proper engagement of the lift yoke.

h. Slowly rotate HI-TRAC to the vertical position keeping all rigging as close to vertical as practicable. See Figure 8.1.4.

i. If used, lift the pocket trunnions clear of the Transfer Frame rotation trunnions.

3. Downending of HI-TRAC in the Transfer Frame:

ALARA Warning:
A loaded HI-TRAC should only be downended with the transfer lid or other auxiliary shielding installed.

a. Position the Transfer Frame under the lifting device.

b. Verify that the lift yoke load test certifications are current.

c. Visually inspect the lift yoke and the lifting trunnions for gouges, cracks, deformation or other indications of damage. Repair or replace damaged components as necessary.

d. Deleted.

e. Deleted.

f. Engage the lift yoke to the lifting trunnions. See Figure 8.1.3.

g. Apply lifting tension to the lift yoke and verify proper lift yoke engagement.

h. Position the pocket trunnions to receive the Transfer Frame rotation trunnions. See Figure 8.1.4 (Not used for HI-TRAC 125D).

i. Slowly rotate HI-TRAC to the horizontal position keeping all rigging as close to vertical as practicable.

j. Disengage the lift yoke.

4. Horizontal Handling of HI-TRAC in the Transfer Frame:

a. Verify that the Transfer Frame is secured to the transport vehicle as necessary.

b. Downend HI-TRAC on the Transfer Frame per Step 3, if necessary.

c. If necessary, install the HI-TRAC missile Shield on the HI-STAR 100 Transfer Frame (See Figure 8.1.4).

5. Vertical Handling of HI-STORM:

> **Note:**
> The HI-STORM 100 Overpack may be lifted with a special lifting device that engages the overpack anchor blocks with threaded studs and connects to a cask transporter, crane, or similar equipment. The device is designed in accordance with ANSI N14.6.

a. Visually inspect the HI-STORM lifting device for gouges, cracks, deformation or other indications of damage.

b. Visually inspect the transporter lifting attachments for gouges, cracks, deformation or other indications of damage.

c. If necessary, attach the transporter's lifting device to the transporter and HI-STORM..

d. Raise and position HI-STORM accordingly. See Figure 8.1.5.

6. Empty MPC Installation in HI-TRAC:

> **Note:**
> To avoid side loading the MPC lift lugs, the MPC must be upended in the MPC Upending Frame <u>(or equivalent).</u> See Figure 8.1.6.

a. If necessary, rinse off any road dirt with water. Remove any foreign objects from the MPC internals.

b. If necessary, upend the MPC as follows:

1. Visually inspect the MPC Upending Frame for gouges, cracks, deformation or other indications of damage. Repair or replace damaged components as necessary.
2. Install the MPC on the Upending Frame. Make sure that the banding straps are secure around the MPC shell. See Figure 8.1.6.
3. Inspect the Upending Frame slings in accordance with the site's lifting equipment inspection procedures. Rig the slings around the bar in a choker configuration to the outside of the cleats. See Figure 8.1.6.
4. Attach the MPC upper end slings of the Upending Frame to the main overhead lifting device. Attach the bottom-end slings to a secondary lifting device (or a chain fall attached to the primary lifting device) (See Figure 8.1.6).
5. Raise the MPC in the Upending Frame.

> **Warning:**
> The Upending Frame corner should be kept close to the ground during the upending process.

6. Slowly lift the upper end of the Upending Frame while lowering the bottom end of the Upending Frame.

7. When the MPC approaches the vertical orientation, tension on the lower slings may be released.

8. Place the MPC in a vertical orientation.

9. Disconnect the MPC straps and disconnect the rigging.

c. Install the MPC in HI-TRAC as follows:

1. Install the four-point lift sling to the lift lugs inside the MPC. See Figure 8.1.7.

2. Raise and place the MPC inside HI-TRAC.

Note:
An alignment punch mark is provided on HI-TRAC and the top edge of the MPC. Similar marks are provided on the MPC lid and closure ring. See Figure 8.1.8.

3. Rotate the MPC so the alignment marks agree and seat the MPC inside HI-TRAC. Disconnect the MPC rigging or the MPC lift rig.

8.1.3 HI-TRAC and MPC Receipt Inspection and Loading Preparation

Note:

Receipt inspection, installation of the empty MPC in the HI-TRAC, and lower fuel spacer installation may occur at any location or be performed at any time prior to complete submersion in the spent fuel pool as long as appropriate steps are taken to prevent contaminating the exterior of the MPC or interior of the HI-TRAC.

ALARA Note:
A bottom protective cover may be attached to HI-TRAC pool lid bottom. This will help prevent imbedding contaminated particles in HI-TRAC bottom surface and ease the decontamination effort.

1. Place HI-TRAC in the cask receiving area. Perform appropriate contamination and security surveillances, as required.

2. If necessary, remove HI-TRAC Top Lid by removing the top lid bolts and using the lift sling. See Figure 8.1.9 for rigging.

   a. Rinse off any road dirt with water. Inspect all cavity locations for foreign objects. Remove any foreign objects.

   b. Perform a radiological survey of the inside of HI-TRAC to verify there is no residual contamination from previous uses of the cask.

3. Disconnect the rigging.

4. Store the Top Lid and bolts in a site-approved location.

5. If necessary, configure HI-TRAC with the pool lid as follows:

ALARA Warning:
The bottom lid replacement as described below may be performed only on an empty HI-TRAC.

a. Inspect the seal on the pool lid for cuts, cracks, gaps and general condition. Replace the seal if necessary.

b. Remove the bottom lid bolts and store them temporarily.

c. Raise the empty HI-TRAC and position it on top of the pool lid.

d. Inspect the pool lid bolts for general condition. Replace worn or damaged bolts with new bolts.

e. Install the pool lid bolts. See Table 8.1.5 for torque requirements.

f. If necessary, thread the drain connector pipe to the pool lid.

g. Store the HI-TRAC Transfer Lid in a site-approved location.

6. At the site's discretion, perform an MPC receipt inspection and cleanliness inspection in accordance with a site-specific inspection checklist.

7. Install the MPC inside HI-TRAC and place HI-TRAC in the designated preparation area. See Section 8.1.2.

Note:
Upper fuel spacers are fuel-type specific. Not all fuel types require fuel spacers. Upper fuel spacer installation may occur any time prior to MPC lid installation.

8. Install the upper fuel spacers in the MPC lid as follows:

Warning:
Never work under a suspended load.

a. Position the MPC lid on supports to allow access to the underside of the MPC lid.

b. Thread the fuel spacers into the holes provided on the underside of the MPC lid. See Figure 8.1.10 and Table 8.1.5 for torque requirements.

c. Install threaded plugs in the MPC lid where and when spacers will not be installed, if necessary. See Table 8.1.5 for torque requirements.

9. At the user’s discretion perform an MPC lid and closure ring fit test:

Note:
It may be necessary to perform the MPC installation and inspection in a location that has sufficient crane clearance to perform the operation.

a. Visually inspect the MPC lid rigging (See Figure 8.1.9).

b. At the user's discretion, raise the MPC lid such that the drain line can be installed. Install the drain line to the underside of the MPC lid. See Figure 8.1.11.

Note:
The MPC Shell is relatively flexible compared to the MPC Lid and may create areas of local contact that impede Lid insertion in the Shell. Grinding of the MPC Lid below the minimum diameter on the drawing is permitted to alleviate interference with the MPC Shell in areas of localized contact. If the amount of material removed from the surface exceeds 1/8", the surface shall be examined by a liquid penetrant method (NB-2546). The weld prep for the Lid-to-Shell weld shall be maintained after grinding.

c. Align the MPC lid and lift yoke so the drain line will be positioned in the MPC drain location. See Figure 8.1.12. Install the MPC lid. Verify that the MPC lid fit and weld prep are in accordance with the design drawings.

ALARA Note:
The closure ring is installed by hand. Some grinding may be required on the closure ring to adjust the fit.

d. Install, align and fit-up the closure ring.

e. Verify that closure ring fit and weld prep are in accordance with the fabrication drawings or the approved design drawings.

f. Remove the closure ring, vent and drain port cover plates and the MPC lid. Disconnect the drain line. Store these components in an approved plant storage location.

10. At the user's discretion, perform an MPC vent and drain port cover plate fit test and verify that the weld prep is in accordance with the approved fabrication drawings.

Note:
Fuel spacers are fuel-type specific. Not all fuel types require fuel spacers. Lower fuel spacers are set in the MPC cells manually. No restraining devices are used.

11. Install lower fuel spacers in the MPC (if necessary). See Figure 8.1.10.

12. Fill the MPC and annulus as follows:

a. Fill the annulus with plant demineralized water to just below the inflatable seal seating surface.

Caution:
Do not use any sharp tools or instruments to install the inflatable seal. Some air in the inflatable seal helps in the installation.

b. Manually insert the inflatable annulus seal around the MPC. See Figure 8.1.13.

c. Ensure that the seal is uniformly positioned in the annulus area.

d. Inflate the seal.

e. Visually inspect the seal to ensure that it is properly seated in the annulus. Deflate, adjust and inflate the seal as necessary. Replace the seal as necessary.

ALARA Note:
Bolt plugs, placed in, or waterproof tape over empty bolt holes, reduce the time required for decontamination.

13. At the user's discretion, install HI-TRAC top lid bolt plugs and/or apply waterproof tape over any empty bolt holes.

ALARA Note:
Keeping the water level below the top of the MPC prevents splashing during handling.

14. Fill the MPC with either demineralized water or spent fuel pool water to approximately 12 inches below the top of the MPC shell. Refer to Tables 2.1.14 and 2.1.16 for boron concentration requirements.

15. If necessary for plant crane capacity limitations, drain the water from the neutron shield jacket. See Tables 8.1.1 through 8.1.4 as applicable.

16. Place HI-TRAC in the spent fuel pool as follows:

ALARA Note:
The term "Spent Fuel Pool" is used generically to refer to the users designated cask loading location. The optional Annulus Overpressure System is used to provide further protection against MPC external shell contamination during in-pool operations.

a. If used, fill the Annulus Overpressure System lines and reservoir with demineralized water and close the reservoir valve. Attach the Annulus Overpressure System to the HI-TRAC. See Figure 8.1.14.

b. Verify spent fuel pool for boron concentration requirements in accordance with Tables 2.1.14 and 2.1.16.

c. Engage the lift yoke to HI-TRAC lifting trunnions and position HI-TRAC over the cask loading area with the basket aligned to the orientation of the spent fuel racks.

ALARA Note:
Wetting the components that enter the spent fuel pool may reduce the amount of decontamination work to be performed later.

d. Wet the surfaces of HI-TRAC and lift yoke with plant demineralized water while slowly lowering HI-TRAC into the spent fuel pool.

e. When the top of the HI-TRAC reaches the elevation of the reservoir, open the Annulus Overpressure System reservoir valve. Maintain the reservoir water level at approximately 3/4 full the entire time the cask is in the spent fuel pool.

f. Place HI-TRAC on the floor of the cask loading area and disengage the lift yoke. Visually verify that the lift yoke is fully disengaged. Remove the lift yoke from the spent fuel pool while spraying the crane cables and yoke with plant demineralized water.

g. Observe the annulus seal for signs of air leakage. If leakage is observed (by the steady flow of bubbles emanating from one or more discrete locations) then immediately remove the HI-TRAC from the spent fuel pool and repair or replace the seal.

8.1.4 MPC Fuel Loading

Note:
An underwater camera or other suitable viewing device may be used for monitoring underwater operations.
Note: When loading MPCs requiring soluble boron, the boron concentration of the water shall be checked in accordance with Tables 2.1.14 and 2.1.16 before and during operations with fuel and water in the MPC.

1. Perform a fuel assembly selection verification using plant fuel records to ensure that only fuel assemblies that meet all the conditions for loading as specified in Section 2.1.9 have been selected for loading into the MPC.
2. Load the pre-selected fuel assemblies into the MPC in accordance with the approved fuel loading pattern.
3. Perform a post-loading visual verification of the assembly identification to confirm that the serial numbers match the approved fuel loading pattern.

8.1.5 MPC Closure

Note:

The user may elect to use the Lid Retention System (See Figure 8.1.15) to assist in the installation of the MPC lid and lift yoke, and to provide the means to secure the MPC lid in the event of a drop accident during loaded cask handling operations outside of the spent fuel pool. The user is responsible for evaluating the additional weight imposed on the cask, lift yoke, crane and floor prior to use. See Tables 8.1.1 through 8.1.4 as applicable. The following guidance describes installation of the MPC lid using the lift yoke. The MPC lid may also be installed separately.

Depending on facility configuration, users may elect to perform MPC closure operations with the HI-TRAC partially submerged in the spent fuel pool. If opted, operations involving removal of the HI-TRAC from the spent fuel pool shall be sequenced accordingly.

1. Remove the HI-TRAC from the spent fuel pool as follows:

   a. Visually inspect the MPC lid rigging or Lid Retention System in accordance with site-approved rigging procedures. Attach the MPC lid to the lift yoke so that MPC lid, drain line and trunnions will be in relative alignment. Raise the MPC lid and adjust the rigging so the MPC lid hangs level as necessary.

   b. Install the drain line to the underside of the MPC lid. See Figure 8.1.17.

c. Align the MPC lid and lift yoke so the drain line will be positioned in the MPC drain location and the cask trunnions will also engage. See Figure 8.1.11 and 8.1.17.

ALARA Note:
Pre-wetting the components that enter the spent fuel pool may reduce the amount of decontamination work to be performed later.

d. Slowly lower the MPC lid into the pool and insert the drain line into the drain access location and visually verify that the drain line is correctly oriented. See Figure 8.1.12.

e. Lower the MPC lid while monitoring for any hang-up of the drain line. If the drain line becomes kinked or disfigured for any reason, remove the MPC lid and replace the drain line.

Note:
The outer diameter of the MPC lid will seat flush with the top edge of the MPC shell when properly installed. Once the MPC lid is installed, the HI-TRAC /MPC removal from the spent fuel pool should proceed in a continuous manner to minimize the rise in MPC water temperature.

f. Seat the MPC lid in the MPC and visually verify that the lid is properly installed.

g. Engage the lift yoke to HI-TRAC lifting trunnions.

h. Apply a slight tension to the lift yoke and visually verify proper engagement of the lift yoke to the lifting trunnions.

ALARA Note:
Activated debris may have settled on the top face of HI-TRAC and MPC during fuel loading. The cask top surface should be kept under water until a preliminary dose rate scan clears the cask for removal. Users are responsible for any water dilution considerations.

i. Raise HI-TRAC until the MPC lid is just below the surface of the spent fuel pool. Survey the area above the cask lid to check for hot particles. Remove any activated or highly radioactive particles from HI-TRAC or MPC.

j. Visually verify that the MPC lid is properly seated. Lower HI-TRAC, reinstall the lid, and repeat as necessary.

k. Install the Lid Retention System bolts if the lid retention system is used.

l. Continue to raise the HI-TRAC under the direction of the plant's radiological control personnel. Continue rinsing the surfaces with demineralized water. When the top of the HI-TRAC reaches the same elevation as the reservoir, close the Annulus Overpressure System reservoir valve (if used). See Figure 8.1.14.

Caution:
Users are required to take necessary actions to prevent boiling of the water in the MPC. This may be accomplished by performing a site-specific analysis to identify a time limitation to ensure that water boiling will not occur in the MPC prior to the initiation of draining operations. Chapter 4 of the FSAR provides some sample time limits for the time to initiation of draining for various spent fuel pool water temperatures using design basis heat loads. These time limits may be adopted if the user chooses not to perform a site-specific analysis. If time limitations are imposed, users shall have appropriate procedures and equipment to take action. One course of action involves initiating an MPC water flush for a certain duration and flow rate. Any site-specific analysis shall identify the methods to respond should it become likely that the imposed time limit could be exceeded. Refer to Tables 2.1.14 and 2.1.16 for boron concentration requirements whenever water is added to the loaded MPC.

m. Remove HI-TRAC from the spent fuel pool while spraying the surfaces with plant demineralized water. Record the time.

ALARA Note:
Decontamination of HI-TRAC bottom should be performed using remote cleaning methods, covering or other methods to minimize personnel exposure. The bottom lid decontamination may be deferred to a convenient and practical time and location. Any initial decontamination should only be sufficient to preclude spread of contamination within the fuel building.

n. Decontaminate HI-TRAC bottom and HI-TRAC exterior surfaces including the pool lid bottom. Remove the bottom protective cover, if used.

o. If used, disconnect the Annulus Overpressure System from the HI-TRAC See Figure 8.1.14.

p. Set HI-TRAC in the designated cask preparation area.

Note:
If the transfer cask is expected to be operated in an environment below 32 ^{o}F, the water jacket shall be filled with an ethylene glycol solution (25% ethylene glycol). Otherwise, the jacket shall be filled with demineralized water. Depending on weight limitations, the neutron shield jacket may remain filled (with pure water or 25% ethylene glycol solution, as required). Users shall evaluate the cask weights to ensure that cask trunnion, lifting devices and equipment load limitations are not exceeded.

q. If previously drained, fill the neutron shield jacket with plant demineralized water or an ethylene glycol solution (25% ethylene glycol) as necessary.

r. Disconnect the lifting slings or Lid Retention System (if used) from the MPC lid and disengage the lift yoke. Decontaminate and store these items in an approved storage location.

Warning:
MPC lid dose rates are measured to ensure that dose rates are within expected values. Dose rates exceeding the expected values could indicate that fuel assemblies not meeting the CoC may have been loaded.

s. Measure the dose rates at the MPC lid and verify that the combined gamma and neutron dose is below expected values.

t. Perform decontamination and a dose rate/contamination survey of HI-TRAC.

u. Prepare the MPC annulus for MPC lid welding as follows:

ALARA Note:
If the Temporary Shield Ring is not used, some form of gamma shielding (e.g., lead bricks or blankets) should be placed in the trunnion recess areas of the HI-TRAC water jacket to eliminate the localized hot spot.

v. Decontaminate the area around the HI-TRAC top flange and install the Temporary Shield Ring, (if used). See Figure 8.1.18.

ALARA Note:
The water in the HI-TRAC-to-MPC annulus provides personnel shielding. The level should be checked periodically and refilled accordingly.

w. Attach the drain line to the HI-TRAC drain port and lower the annulus water level approximately 6 inches.

2. Prepare for MPC lid welding as follows:

Note:
The following steps use two identical Removable Valve Operating Assemblies (RVOAs) (See Figure 8.1.16) to engage the MPC vent and drain ports. The MPC vent and drain ports are equipped with metal-to-metal seals to minimize leakage during drying, and to withstand the long-term effects of temperature and radiation. The RVOAs allow the vent and drain ports to be operated like valves and prevent the need to hot tap into the penetrations during unloading operations. The RVOAs are purposely not installed until the cask is removed from the spent fuel pool to reduce the amount of decontamination.

Note:
The vent and drain ports are opened by pushing the RVOA handle down to engage the square nut on the cap and turning the handle fully in the counter-clockwise direction. The handle will not turn once the port is fully open. Similarly, the vent and drain ports are closed by turning the handle fully in the clockwise direction. The ports are closed when the handle cannot be turned further.

Note:
Steps involving preparation for welding may occur in parallel as long as precautions are taken to prevent contamination of the annulus.

a. Clean the vent and drain ports to remove any dirt. Install the RVOAs (See Figure 8.1.16) to the vent and drain ports leaving caps open.

ALARA Warning:
Personnel should remain clear of the drain hoses any time water is being pumped or purged from the MPC. Assembly crud, suspended in the water, may create a radiation hazard to workers. Controlling the amount of water pumped from the MPC prior to welding keeps the fuel assembly cladding covered with water yet still allows room for thermal expansion.

Caution:
Personnel shall ensure that the water level is not lowered below the top of the fuel cladding to avoid exposing the fuel to atmosphere to prevent oxidation and potential fuel damage.

b. Attach the water pump to the drain port (See Figure 8.1.19) and lower the water level to keep moisture away from the weld region.

c. Disconnect the water pump.

d. Carefully decontaminate the MPC lid top surface and the shell area above the inflatable seal

e. Deflate and remove the inflatable annulus seal.

ALARA Note:
The MPC exterior shell survey is performed to evaluate the performance of the inflatable annulus seal. Indications of contamination could require the MPC to be unloaded. In the event that the MPC shell is contaminated, users must decontaminate the annulus. If the contamination cannot be reduced to acceptable levels, the MPC must be returned to the spent fuel pool and unloaded. The MPC may then be removed and the external shell decontaminated.

f. Survey the MPC lid top surfaces and the accessible areas of the top three inches of the MPC.

ALARA Note:
The annulus shield is used to prevent objects from being dropped into the annulus and helps reduce dose rates directly above the annulus region. The annulus shield is hand installed and requires no tools.

g. Install the annulus shield. See Figure 8.1.13.

3. Weld the MPC lid as follows:

ALARA Warning:
Grinding of MPC welds may create the potential for contamination. All grinding activities shall be performed under the direction of radiation protection personnel.

ALARA Warning:

It may be necessary to rotate or reposition the MPC lid slightly to achieve uniform weld gap and lid alignment. A punch mark is located on the outer edge of the MPC lid and shell. These marks are aligned with the alignment mark on the top edge of the HI-TRAC Transfer Cask (See Figure 8.1.8). If necessary, the MPC lid lift should be performed using a hand operated chain fall to closely control the lift to allow rotation and repositioning by hand. If the chain fall is hung from the crane hook, the crane should be tagged out of service to prevent inadvertent use during this operation. Continuous radiation monitoring is recommended.

a. If necessary center the lid in the MPC shell using a hand-operated chain fall.

Note:

The MPC is equipped with lid shims that serve to close the gap in the joint for MPC lid closure weld.

b. As necessary, install the MPC lid shims around the MPC lid to make the weld gap uniform.

ALARA Note:

The AWS Baseplate shield is used to further reduce the dose rates to the operators working around the top cask surfaces.

c. Install the Automated Welding System baseplate shield. See Figure 8.1.9 for rigging.

d. If used, install the Automated Welding System Robot.

Note:

It may be necessary to remove the RVOAs to allow access for the automated welding system. In this event, the vent and drain port caps should be opened to allow for thermal expansion of the MPC water.

Note:

Combustible gas monitoring as described in Step 3e and the associated Caution block are required by the HI-STORM 100 CoC (CoC Appendix B, Section 3.8) and may not be deleted without prior NRC approval via CoC amendment.

Caution:

Oxidation of Boral panels contained in the MPC may create hydrogen gas while the MPC is filled with water. Appropriate monitoring for combustible gas concentrations shall be performed prior to, and during MPC lid welding operations. The space below the MPC lid shall be exhausted or purged with inert gas prior to, and during MPC lid welding operations to provide additional assurance that flammable gas concentrations will not develop in this space.

e. Perform combustible gas monitoring and exhaust or purge the space under the MPC lid with an inert gas to ensure that there is no combustible mixture present in the welding area.

f. Perform the MPC lid-to-shell weld and NDE with approved procedures (See 9.1 and Table 2.2.15).

g. Deleted.

h. Deleted.

i. Deleted.

j. Deleted.

4. Perform hydrostatic testing as follows:

ALARA Note:
Testing is performed before the MPC is drained for ALARA reasons. A weld repair is a lower dose activity if water remains inside the MPC.

a. Attach the drain line to the vent port and route the drain line to the spent fuel pool or the plant liquid radwaste system. See Figure 8.1.20 for the hydrostatic test arrangement.

ALARA Warning:
Water flowing from the MPC may carry activated particles and fuel particles. Apply appropriate ALARA practices around the drain line.

b. Fill the MPC with either spent fuel pool water or plant demineralized water until water is observed flowing out of the vent port drain hose. Refer to Tables 2.1.14 and 2.1.16 for boron concentration requirements.

c. Perform a hydrostatic test of the MPC as follows:

1. Close the drain valve and pressurize the MPC to 125 +5/-0 psig.

2. Close the inlet valve and monitor the pressure for a minimum of 10 minutes. The pressure shall not drop during the performance of the test.

3. Following the 10-minute hold period, visually examine the MPC lid-to-shell weld for leakage of water. The acceptance criteria is no observable water leakage.

d. Release the MPC internal pressure, disconnect the water fill line and drain line from the vent and drain port RVOAs leaving the vent and drain port caps open.

1. Repeat the liquid penetrant examination on the MPC lid final pass.

e. Repair any weld defects in accordance with the site's approved weld repair procedures. Re-perform the Ultrasonic (if necessary), PT, and Hydrostatic tests if weld repair is performed.

5. Drain the MPC as follows:

a. Attach the drain line to the vent port and route the drain line to the spent fuel pool or the plant liquid radwaste system. See Figure 8.1.20.

ALARA Warning:
Water flowing from the MPC may carry activated particles and fuel particles. Apply appropriate ALARA practices around the drain line.

b. Attach the water fill line to the drain port and fill the MPC with either spent fuel pool water or plant demineralized water until water is observed flowing out of the drain line.

c. Disconnect the water fill and drain lines from the MPC leaving the vent port valve open to allow for thermal expansion of the MPC water.

ALARA Warning:
Dose rates will rise as water is drained from the MPC. Continuous dose rate monitoring is recommended.

d. Attach a regulated helium or nitrogen supply to the vent port.

e. Attach a drain line to the drain port shown on Figure 8.1.21.

f. Deleted

g. Verify the correct pressure on the gas supply.

h. Open the gas supply valve and record the time at the start of MPC draining.

Note:
An optional warming pad may be placed under the HI-TRAC Transfer Cask to replace the heat lost during the evaporation process of MPC drying. This may be used at the user's discretion for older and colder fuel assemblies to reduce vacuum drying times.

i. Start the warming pad, if used.

Note:
Users may continue to purge the MPC to remove as much water as possible.

j. Drain the water out of the MPC until water ceases to flow out of the drain line. Shut the gas supply valve. See Figure 8.1.21.

k. Deleted.

l. Disconnect the gas supply line from the MPC.

m. Disconnect the drain line from the MPC.

Note:
Vacuum drying or moisture removal using FHD (for high burn-up fuel) is performed to remove moisture and oxidizing gasses from the MPC. This ensures a suitable environment for long-term storage of spent fuel assemblies and ensures that the MPC pressure remains within design limits. The vacuum drying process described herein reduces the MPC internal pressure in stages. Dropping the internal pressure too quickly may cause the formation of ice in the fittings. Ice formation could result in incomplete removal of moisture from the MPC. The moisture removal process limits bulk MPC temperatures by continuously circulating gas through the MPC. Section 8.1.5 Steps 6a through o are used for the vacuum drying method of drying and backfill. Section 8.1.5 Steps 7a through i are used for the FHD method of drying and backfill.

6. Dry and Backfill the MPC as follows (Vacuum Drying Method):

   a. Attach the drying system (VDS) to the vent and drain port RVOAs. See Figure 8.1.22a. Other equipment configurations that achieve the same results may also be used.

Note:
The vacuum drying system may be configured with an optional fore-line condenser. Other equipment configurations that achieve the same results may be used.

Note:
To prevent freezing of water, the MPC internal pressure should be lowered in incremental steps. The vacuum drying system pressure will remain at about 30 torr until most of the liquid water has been removed from the MPC.

   b. Open the VDS suction valve and reduce the MPC pressure to below 3 torr.

   c. Shut the VDS valves and verify a stable MPC pressure on the vacuum gage.

Note:
The MPC pressure may rise due to the presence of water in the MPC. The dryness test may need to be repeated several times until all the water has been removed. Leaks in the vacuum drying system, damage to the vacuum pump, and improper vacuum gauge calibration may cause repeated failure of the dryness verification test. These conditions should be checked as part of the corrective actions if repeated failure of the dryness verification test is occurring.

   d. Perform the MPC drying pressure test in accordance with the technical specifications.

~~**Caution:**~~
~~Limitations for the at-vacuum duration are evaluated and established on a canister basis to ensure that acceptable cladding temperatures are not exceeded although a time limit of less than 2 hours at vacuum will bound any MPC.~~

   e. Close the vent and drain port valves.

f. Disconnect the VDS from the MPC.

g. Stop the warming pad, if used.

h. Close the drain port RVOA cap and remove the drain port RVOA.

Note:
Helium backfill shall be in accordance with the Technical Specification using 99.995% (minimum) purity. Other equipment configurations that achieve the same results may be used.

i. Set the helium bottle regulator pressure to the appropriate pressure.

j. Purge the Helium Backfill System to remove oxygen from the lines.

k. Attach the Helium Backfill System to the vent port as shown on Figure 8.1.23 and open the vent port.

l. Slowly open the helium supply valve while monitoring the pressure rise in the MPC.

Note:
If helium bottles need to be replaced, the bottle valve needs to be closed and the entire regulator assembly transferred to the new bottle.

m. Carefully backfill the MPC in accordance with the technical specifications

n. Disconnect the helium backfill system from the MPC.

o. Close the vent port RVOA and disconnect the vent port RVOA.

7. Dry and Backfill the MPC as follows (FHD Method)::

Note:
Helium backfill shall be in accordance with the Technical Specification using 99.995% (minimum) purity. When using the FHD system to perform the MPC helium backfill, the FHD system shall be evacuated or purged and the system operated with 99.995% (minimum) purity helium.

a. Attach the moisture removal system to the vent and drain port RVOAs. See Figure 8.1.22b. Other equipment configurations that achieve the same results may also be used.

b. Circulate the drying gas through the MPC while monitoring the circulating gas for moisture. Collect and remove the moisture from the system as necessary.

c. Continue the monitoring and moisture removal until LCO 3.1.1 is met for MPC dryness.

d. Continue operation of the FHD system with the demoisturizer on.

e. While monitoring the temperatures into and out of the MPC, adjust the helium pressure in the MPC to provide a fill pressure as required by the technical specifications.

f. Open the FHD bypass line and Close the vent and drain port RVOAs.

g. Close the vent and drain port RVOAs.

h. Shutdown the FHD system and disconnect it from the RVOAs.

i. Remove the vent and drain port RVOAs.

8. Weld the vent and drain port cover plates as follows:

Note:
The process provided herein may be modified to perform actions in parallel.

a. Wipe the inside area of the vent and drain port recesses to dry and clean the surfaces.

b. Place the cover plate over the vent port recess.

c. Weld the cover plate.

Note:
ASME Boiler and Pressure Vessel Code [8.1.3], Section V, Article 6 provides the liquid penetrant inspection methods. The acceptance standards for liquid penetrant examination shall be in accordance with ASME Boiler and Pressure Vessel Code, Section III, Subsection NB, Article NB-5350 as specified on the Design Drawings. ASME Code, Section III, Subsection NB, Article NB-4450 provides acceptable requirements for weld repair. NDE personnel shall be qualified per the requirements of Section V of the Code or site-specific program.

d. Perform NDE on the cover plate with approved procedures (See 9.1 and Table 2.2.15)

e. Repair and weld defects in accordance with the site's approved code weld repair procedures.

f. ~~Deleted~~*Perform a helium leakage rate test on the cover plate welds. (See 9.1 and Table 2.2.15). Acceptance Criteria are defined in Technical Specification LCO 3.1.1.*

g. ~~Deleted~~*Repair any weld defects in accordance with the site's approved code weld repair procedures.*

h. Deleted.

i. Repeat for the drain port cover plate.

9. Weld the MPC closure ring as follows:

ALARA Note:
The closure ring is installed by hand. No tools are required. Localized grinding to achieve the desired fit and weld prep is allowed.

a. Install and align the closure ring. See Figure 8.1.8.

b. Weld the closure ring to the MPC shell and the MPC lid, and perform NDE with approved procedures (See 9.1 and Table 2.2.15).

c. Deleted.

d. Deleted.

e. Deleted.

f. Deleted.

g. Deleted.

h. Deleted.

i. Deleted.

j. If necessary, remove the AWS. See Figure 8.1.7 for rigging.

8.1.6 Preparation for Storage

ALARA Warning:
Dose rates will rise around the top of the annulus as water is drained from the annulus. Apply appropriate ALARA practices.
Caution:
Limitations for the handling an MPC containing high burn-up fuel in a HI-TRAC are evaluated and established on a canister basis to ensure that acceptable cladding temperatures are not exceeded. Refer to FSAR Section 4.5 for guidance.

1. Remove the annulus shield (if used) and store it in an approved plant storage location

2. If use of the SCS is not required, attach a drain line to the HI-TRAC and drain the remaining water from the annulus to the spent fuel pool or the plant liquid radwaste system.

3. Install HI-TRAC top lid as follows:

Warning:
When traversing the MPC with the HI-TRAC top lid using non-single-failure proof (or equivalent safety factors), the lid shall be kept less than 2 feet above the top surface of the MPC. This is performed to protect the MPC lid from a potential lid drop.

a. Install HI-TRAC top lid. Inspect the bolts for general condition. Replace worn or damaged bolts with new bolts.

b. Install and torque the top lid bolts. See Table 8.1.5 for torque requirements.

c. Inspect the lift cleat bolts for general condition. Replace worn or damaged bolts with new bolts.

d. Install the MPC lift cleats and MPC slings. See Figure 8.1.24 and 8.1.25. See Table 8.1.5 for torque requirements.

e. Drain and remove the Temporary Shield Ring, if used.

4. Replace the pool lid with the transfer lid as follows (Not required for HI-TRAC 125D):

ALARA Note:
The transfer slide is used to perform the bottom lid replacement and eliminate the possibility of directly exposing the bottom of the MPC. The transfer slide consists of the guide rails, rollers, transfer step and carriage. The transfer slide carriage and jacks are powered and operated by remote control. The carriage consists of short-stroke hydraulic jacks that raise the carriage to support the weight of the bottom lid. The transfer step produces a tight level seam between the transfer lid and the pool lid to minimize radiation streaming. The transfer slide jacks do not have sufficient lift capability to support the entire weight of the HI-TRAC. This was selected specifically to limit floor loads. Users should designate a specific area that has sufficient room and support for performing this operation.

Note:
The following steps are performed to pretension the MPC slings.

a. Lower the lift yoke and attach the MPC slings to the lift yoke. See Figure 8.1.25.

b. Raise the lift yoke and engage the lift yoke to the HI-TRAC lifting trunnions.

c. If necessary, position the transfer step and transfer lid adjacent to one another on the transfer slide carriage. See Figure 8.1.26. See Figure 8.1.9 for transfer step rigging.

d. Deleted.

e. Position HI-TRAC with the pool lid centered over the transfer step approximately one inch above the transfer step.

f. Raise the transfer slide carriage so the transfer step is supporting the pool lid bottom. Remove the bottom lid bolts and store them temporarily.

ALARA Warning:
Clear all personnel away from the immediate operations area. The transfer slide carriage and jacks are remotely operated. The carriage has fine adjustment features to allow precise positioning of the lids.

g. Lower the transfer carriage and position the transfer lid under HI-TRAC.

h. Raise the transfer slide carriage to place the transfer lid against the HI-TRAC bottom lid bolting flange.

i. Inspect the transfer lid bolts for general condition. Replace worn or damaged bolts with new bolts.

j. Install the transfer lid bolts. See Table 8.1.5 for torque requirements.

k. Raise and remove the HI-TRAC from the transfer slide.

l. Disconnect the MPC slings and store them in an approved plant storage location.

Note:
HI-STORM receipt inspection and preparation may be performed independent of procedural sequence.

5. Perform a HI-STORM receipt inspection and cleanliness inspection in accordance with a site-approved inspection checklist, if required. See Figure 8.1.27 for HI-STORM lid rigging.

Note:
MPC transfer may be performed in the truck bay area, at the ISFSI, or any other location deemed appropriate by the licensee. The following steps describe the general transfer operations (See Figure 8.1.28). The HI-STORM may be positioned on an air pad, roller skid in the cask receiving area or at the ISFSI. The HI-STORM or HI-TRAC may be transferred to the ISFSI using a heavy haul transfer trailer, special transporter or other equipment specifically designed for such a function (See Figure 8.1.29) as long as the HI-TRAC and HI-STORM lifting requirements are not exceeded. The licensee is responsible for assessing and controlling floor loading conditions during the MPC transfer operations. Installation of the lid, vent screen, and other components may vary according to the cask movement methods and location of MPC transfer.

8.1.7 Placement of HI-STORM into Storage

1. Position an empty HI-STORM module at the designated MPC transfer location. The HI-STORM may be positioned on the ground, on a de-energized air pad, on a roller skid, on a flatbed trailer or other special device designed for such purposes. If necessary, remove the exit vent screens and gamma shield cross plates, temperature elements and the HI-STORM lid. See Figure 8.1.28 for some of the various MPC transfer options.
    a. Rinse off any road dirt with water. Inspect all cavity locations for foreign objects. Remove any foreign objects.
    b. Transfer the HI-TRAC to the MPC transfer location.
2. De-energize the air pad or chock the vehicle wheels to prevent movement of the HI-STORM during MPC transfer and to maintain level, as required.

ALARA Note:
The HI-STORM vent duct shield inserts eliminate the streaming path created when the MPC is transferred past the exit vent ducts. Vent duct shield inserts are not used with the HI-STORM 100S.

3. Install the alignment device (or mating device for HI-TRAC 125D) and if necessary, install the HI-STORM vent duct shield inserts. See Figure 8.1.30.

Caution:
For MPCs with high burn-up fuel requiring supplemental cooling, the time to complete the transfer may be limited to prevent fuel cladding temperatures in excess of ISG-11 Rev. 3 limits. (See Section 4.5) All preparatory work related to the transfer should be completed prior to terminating the supplemental cooling operations.

4. If used, discontinue the supplemental cooling operations and disconnect the SCS. Drain water from the HI-TRAC annulus to an appropriate plant discharge point.
5. Position HI-TRAC above HI-STORM. See Figure 8.1.28.

6. Align HI-TRAC over HI-STORM (See Figure 8.1.31) and mate the overpacks.
7. If necessary, attach the MPC Downloader. See Figure 8.1.32.
8. Attach the MPC slings to the MPC lift cleats.
9. Raise the MPC slightly to remove the weight of the MPC from the transfer lid doors (or pool lid for HI-TRAC 125D and mating device)
10. If using the HI-TRAC 125D, unbolt the pool lid from the HI-TRAC.
11. Remove the transfer lid door (or mating device drawer) locking pins and open the doors (or drawer).

ALARA Warning:
MPC trim plates are used to eliminate the streaming path above and below the doors (or drawer). If trim plates are not used, personnel should remain clear of the immediate door area during MPC downloading since there may be some radiation streaming during MPC raising and lowering operations.

12. At the user's discretion, install trim plates to cover the gap above and below the door/drawer. The trim plates may be secured using hand clamps or any other method deemed suitable by the user. See Figure 8.1.33.
13. Lower the MPC into HI-STORM.
14. Disconnect the slings from the MPC lifting device and lower them onto the MPC lid.
15. Remove the trim plates (if used), and close the doors (or mating device drawer)

ALARA Warning:
Personnel should remain clear (to the maximum extent practicable) of the HI-STORM annulus when HI-TRAC is removed due to radiation streaming.
Note:
It may be necessary, due to site-specific circumstances, to move HI-STORM from under the empty HI-TRAC to install the HI-STORM lid, while inside the Part 50 facility. In these cases, users shall evaluate the specifics of their movements within the requirements of their Part 50 license.

16. Remove HI-TRAC from on top of HI-STORM.
17. Remove the MPC lift cleats and MPC slings and install hole plugs in the empty MPC bolt holes. See Table 8.1.5 for torque requirements.
18. Place HI-STORM in storage as follows:
    a. Remove the alignment device (mating device with HI-TRAC pool lid for HI-TRAC 125D) and vent duct shield inserts (if used). See Figure 8.1.30.
    b. Inspect the HI-STORM lid studs and nuts for general condition. Replace worn or damaged components with new ones.
    c. If used, inspect the HI-STORM 100A anchor components for general condition. Replace worn or damaged components with new ones.

d. Deleted.

Warning:
Unless the lift is single failure proof (or equivalent safety factor) for the HI-STORM Lid, the lid shall be kept less than 2 feet above the top surface of the overpack. This is performed to protect the MPC lid from a potential HI-STORM 100 lid drop.

Note:
Shims may be used on the HI-STORM 100 lid studs. If used, the shims shall be positioned to ensure a radial gap of less than 1/8 inch around each stud. The method of cask movement will determine the most effective sequence for vent screen, lid, temperature element, and vent gamma shield cross plate installation.

e. Install the HI-STORM lid and the lid studs and nuts. See Table 8.1.5 for bolting requirements. Install the HI-STORM 100 lid stud shims if necessary. See Figure 8.1.27 for rigging.

f. Install the HI-STORM exit vent gamma shield cross plates, temperature elements (if used) and vent screens. See Table 8.1.5 for torque requirements. See Figure 8.1.34a and 8.1.34b.

g. Remove the HI-STORM lid lifting device and install the hole plugs in the empty holes. Store the lifting device in an approved plant storage location. See Table 8.1.5 for torque requirements.

h. Secure HI-STORM to the transporter device as necessary.

19. Perform a transport route walkdown to ensure that the cask transport conditions are met.

20. Transfer the HI-STORM to its designated storage location at the appropriate pitch. See Figure 8.1.35.

Note:
Any jacking system shall have the provisions to ensure uniform loading of all four jacks during the lifting operation.

a. If air pads were used, insert the HI-STORM lifting jacks and raise HI-STORM. See Figure 8.1.36. Remove the air pad.

b. Lower and remove the HI-STORM lifting jacks, if used.

c. For HI-STORM 100A overpack (anchored), perform the following:

1. Inspect the anchor stud receptacles and verify that they are clean and ready for receipt of the anchor hardware.

2. Align the overpack over the anchor location.

3. Lower the overpack to the ground while adjusting for alignment.

4. Install the anchor connecting hardware (See Table 8.1.5 for torque requirements).

21. Install the HI-STORM inlet vent gamma shield cross plates and vent screens. See Table 8.1.5 for torque requirements. See Figure 8.1.34.

22. Perform shielding effectiveness testing.

23. Perform an air temperature rise test as follows for the first HI-STORM 100 System placed in service:

Note:
The air temperature rise test shall be performed between 5 and 7 days after installation of the HI-STORM 100 lid to allow thermal conditions to stabilize. The purpose of this test is to confirm the initial performance of the HI-STORM 100 ventilation system.

   a. Measure the inlet air (or screen surface) temperature at the center of each of the four vent screens. Determine the average inlet air (or surface screen) temperature.

   b. Measure the outlet air (or screen surface) temperature at the center of each of the four vent screens. Determine the average outlet air (or surface screen) temperature.

   c. Determine the average air temperature rise by subtracting the results of the average inlet screen temperature from the average outlet screen temperature.

   d. Report the results to the certificate holder.

Table 8.1.1
ESTIMATED HANDLING WEIGHTS OF HI-STORM 100 SYSTEM COMPONENTS
125-TON HI-TRAC**

Component	MPC-24 (Lbs.)	MPC-32 (Lbs.)	MPC-68 (Lbs.)	Case† Applicability					
				1	2	3	4	5	6
Empty HI-STORM 100 overpack (without lid)††	245,040	245,040	245,040					1	
HI-STORM 100 lid (without rigging)	23,963	23,963	23,963					1	
Empty HI-STORM 100S (Short) overpack (without lid)††	275,000	275,000	275,000					1	
Empty HI-STORM 100S (Tall) overpack (without lid) ††	290,000	290,000	290,000					1	
HI-STORM 100S lid (without rigging. Add 1,000 lbs for 100S Version B Lid)	28,000	28,000	28,000					1	
Empty MPC (without lid or closure ring including drain line)	29,845	24,503	29,302	1	1	1	1	1	1
MPC lid (without fuel spacers or drain line)	9,677	9,677	10,194	1	1	1	1	1	1
MPC Closure Ring	145	145	145			1	1	1	1
Fuel (design basis)	~~40,320~~ *41,280*	~~53,760~~ *55,040*	~~47,600~~ *49,640*	1	1	1	1	1	1
Damaged Fuel Container (Dresden 1)	0	0	150						
Damaged Fuel Container (Humboldt Bay)	0	0	120						
MPC water (with fuel in MPC)	17,630	17,630	16,957	1	1				
Annulus Water	256	256	256	1	1				
HI-TRAC Lift Yoke (with slings)	4,200	4,200	4,200	1	1	1			
Annulus Seal	50	50	50	1	1				
Lid Retention System	2,300	2,300	2,300						
Transfer frame	6,700	6,700	6,700						1
Mating Device	15,000	15,000	15,000						
Empty HI-TRAC 125 (without Top Lid, neutron shield jacket water, or bottom lids)	117,803	117,803	117,803	1	1	1			1
Empty HI-TRAC 125D (without Top Lid, neutron shield jacket water, or bottom lids)	122,400	122,400	122,400	1	1	1			1
HI-TRAC 125 Top Lid	2,745	2,745	2,745			1			1
HI-TRAC 125D Top Lid	2,645	2,645	2,645			1			1
Optional HI-TRAC Lid Spacer (weight lbs/in thickness)	400	400	400						
HI-TRAC 125/125D Pool Lid(with bolts)	11,900	11,900	11,900	1	1				
HI-TRAC Transfer Lid (with bolts) (125 Only)	23,437	23,437	23,437			1			1
HI-TRAC 125 Neutron Shield Jacket Water	8,281	8,281	8,281		1	1			1
HI-TRAC 125 D Neutron Shield Jacket Water	9,000	9,000	9,000		1	1			1
MPC Stays (total of 2)	200	200	200						
MPC Lift Cleat	480	480	480			1	1		1

** Actual component weights are dependant upon as-built dimensions. The values provided herein are estimated. FSAR analyses use bounding values provided elsewhere. Users are responsible for ensuring lifted loads meet site capabilities and requirements.

† See Table 8.1.2 for a description of each load handling case.

†† Short refers to both 100S-232 and 100S Version B-219. Tall refers to both 100S-243 and 100S Version B-229. Weights are based on 200 lb/cf concrete. Add an additional 1955 lbs. for the HI-STORM 100A overpack.

TABLE 8.1.2
ESTIMATED HANDLING WEIGHTS
125-TON HI-TRAC**

Caution:
The maximum weight supported by the 125-Ton HI-TRAC lifting trunnions cannot exceed 250,000 lbs. Users must take actions to ensure that this limit is not exceeded.

Note:
The weight of the fuel spacers and the damaged fuel container are less than the weight of the design basis fuel assembly for each MPC and are therefore not included in the maximum handling weight calculations. Fuel spacers are determined to be the maximum combination weight of fuel + spacer. Users should determine their specific handling weights based on the MPC contents and the expected handling modes.

Case No.	Load Handling Evolution	Weight (lbs)		
		MPC-24	MPC-32	MPC-68
1	Loaded HI-TRAC 125 removal from spent fuel pool (neutron tank empty)	*232,641* ~~231,700~~	*241,059* ~~239,700~~	*240,302* ~~238,200~~
2	Loaded HI-TRAC 125 removal from spent fuel pool (neutron tank full)	*240,992* ~~239,900~~	*249,340* ~~248,000~~	*248,583* ~~246,500~~
3	Loaded HI-TRAC 125 During Movement through Hatchway	*237,893* ~~236,900~~	*246,311* ~~244,700~~	*246,227* ~~244,100~~
1A	Loaded HI-TRAC 125D removal from spent fuel pool (neutron tank empty)	*237,238* ~~236,400~~	*245,656* ~~244,500~~	*244,899* ~~243,000~~
2A	Loaded HI-TRAC 125D removal from spent fuel pool (neutron tank full)	*246,238* ~~245,400~~	*254,656* ~~253,500~~	*253,899* ~~252,000~~
3A	Loaded HI-TRAC 125D During Movement through Hatchway	*231,572* ~~230,900~~	*239,990* ~~238,700~~	*239,906* ~~238,100~~
4	MPC during transfer operations	*81,427* ~~80,467~~	*89,595* ~~88,315~~	*89,761* ~~87,721~~
5A	Loaded HI-STORM 100 in storage (See Second Note to Table 8.1.1)	*349,950* ~~348,990~~	*358,368* ~~357,088~~	*358,284* ~~356,244~~
5B	Loaded HI-STORM 100S (Short) in storage (See Second Note to Table 8.1.1)	*383,947* ~~380,500~~	*392,365* ~~388,600~~	*392,281* ~~387,800~~
5C	Loaded HI-STORM 100S (Tall) in storage (See Second Note to Table 8.1.1)	*398,947* ~~395,500~~	*407,365* ~~403,600~~	*407,281* ~~402,800~~
6	Loaded HI-TRAC and transfer frame during on site handling	*240,393* ~~239,434~~	*248,811* ~~247,282~~	*248,727* ~~246,688~~

** Actual component weights are dependant upon as-built dimensions. The values provided herein are estimated. FSAR analyses use bounding values provided elsewhere. Users are responsible for ensuring lifted loads meet site capabilities and requirements.

Table 8.1.3
ESTIMATED HANDLING WEIGHTS OF HI-STORM 100 SYSTEM COMPONENTS100-TON HI-TRAC[**]

Component	MPC-24 (Lbs.)	MPC-32 (Lbs.)	MPC-68 (Lbs.)	Case[†] Applicability					
				1	2	3	4	5	6
Empty HI-STORM 100 overpack (without lid)[††]	245,040	245,040	245,040					1	
HI-STORM 100 lid (without rigging)	23,963	23,963	23,963					1	
Empty HI-STORM 100S (Short) overpack (without lid)[††]	275,000	275,000	275,000					1	
Empty HI-STORM 100S (Tall) overpack (without lid)[††]	290,000	290,000	290,000					1	
HI-STORM 100S lid (without rigging, add 1,000 lbs for 100S Version B Lid)	28,000	28,000	28,000						
Empty MPC (without lid or closure ring including drain line)	29,845	24,503	29,302	1	1	1	1	1	1
MPC lid (without fuel spacers or drain line)	9,677	9,677	10,194	1	1	1	1	1	1
MPC Closure Ring	145	145	145			1	1	1	1
Fuel (design basis)	~~40,320~~ *41,280*	~~53,760~~ *55,040*	~~47,600~~ *49,640*	1	1	1	1	1	1
Damaged Fuel Container (Dresden 1)	0	0	150						
Damaged Fuel Container (Humboldt Bay)	0	0	120						
MPC water (with fuel in MPC)	17,630	17,630	16,957	1	1				
Annulus Water	256	256	256	1	1				
HI-TRAC Lift Yoke (with slings)	3,200	3,200	3,200	1	1	1			
Annulus Seal	50	50	50	1	1				
Lid Retention System	2,300	2,300	2,300						
Transfer frame	6,700	6,700	6,700						1
Empty HI-TRAC (without Top Lid, neutron shield jacket water, or bottom lids)	84,003	84,003	84,003	1	1	1			1
HI-TRAC Top Lid	1,189	1,189	1,189			1			1
HI-TRAC Pool Lid	7,863	7,863	7,863	1	1				
HI-TRAC Transfer Lid	16,686	16,686	16,686			1			1
HI-TRAC Neutron Shield Jacket Water	7,583	7,583	7,583		1	1			1
MPC Stays (total of 2)	200	200	200						
MPC Lift Cleat	480	480	480				1		1

[**] Actual component weights are dependant upon as-built dimensions. The values provided herein are estimated. FSAR analyses use bounding values provided elsewhere. Users are responsible for ensuring lifted loads meet site capabilities and requirements.

[†] See Table 8.1.4 for a description of each load handling case.
[††] Short refers to both 100S-232 and 100S Version B-219. Tall refers to both 100S-243 and 100S Version B-229. Weights are based on 200 lb/cf concrete. Add an additional 1955 lbs. for the HI-STORM 100A overpack.

Table 8.1.4
ESTIMATED HANDLING WEIGHTS
100-TON HI-TRAC**

Caution:
The maximum weight supported by the 100-Ton HI-TRAC lifting trunnions cannot exceed 200,000 lbs. Users must take actions to ensure that this limit is not exceeded.

Note:
The weight of the fuel spacers and the damaged fuel container are less than the weight of the design basis fuel assembly and therefore not included in the maximum handling weight calculations. Fuel spacers are determined to be the maximum combination weight of fuel + spacer. Users should determine the handling weights based on the contents to be loaded and the expected mode of operations.

Case No.	**Load Handling Evolution**	**Weight (lbs)**		
		MPC-24	**MPC-32**	**MPC-68**
1	Loaded HI-TRAC removal from spent fuel pool (neutron tank empty)	*193,804* ~~192,844~~	*202,222* ~~200,942~~	*201,465* ~~199,425~~
2	Loaded HI-TRAC removal from spent fuel pool (neutron tank full)	*201,387* ~~200,427~~	*209,805* ~~208,525~~	*209,048* ~~207,008~~
3	Loaded HI-TRAC During Movement through Hatchway	*194,088* ~~192,647~~	*202,506* ~~200,745~~	*202,422* ~~199,901~~
4	MPC during transfer operations	*81,427* ~~80,467~~	*89,845* ~~88,565~~	*89,761* ~~87,721~~
5A	Loaded HI-STORM 100 in storage (See Second Note to Table 8.1.1)	*349,950* ~~348,990~~	*358,368* ~~357,088~~	*358,284* ~~356,244~~
5B	Loaded HI-STORM 100S (Short) in storage (See Second Note to Table 8.1.1)	*383,947* ~~380,500~~	*392,365* ~~388,600~~	*392,281* ~~387,800~~
5C	Loaded HI-STORM 100S (Tall) in storage (See Second Note to Table 8.1.1)	*398,947* ~~395,500~~	*407,365* ~~403,600~~	*407,281* ~~402,800~~
6	Loaded HI-TRAC and transfer frame during on site handling	*197,588* ~~196,627~~	*206,006* ~~204,725~~	*205,922* ~~203,881~~

** Actual component weights are dependant upon as-built dimensions. The values provided herein are estimated. FSAR analyses use bounding values provided elsewhere. Users are responsible for ensuring lifted loads meet site capabilities and requirements.

Table 8.1.5
HI-STORM 100 SYSTEM TORQUE REQUIREMENTS

Fastener†	**Torque (ft-lbs)** ††	**Pattern**†††
HI-TRAC Top Lid Bolts†	Hand tight	None
HI-TRAC Pool Lid Bolts (36 Bolt Lid)†	58 ft-lbs	Figure 8.1.37
HI-TRAC Pool Lid Bolts (16 Bolt Lid)†	110 ft-lbs	Figure 8.1.37
100-Ton HI-TRAC Transfer Lid Bolts†	203 ft-lbs	Figure 8.1.37
125-Ton HI-TRAC Transfer Lid Bolts†	270 ft-lbs	Figure 8.1.37
MPC Lift Cleats Stud Nuts†	793 ft-lbs	None
MPC Lift Hole Plugs†	Hand tight	None
Threaded Fuel Spacers	Hand Tight	None
HI-STORM Lid Nuts †	100 ft-lbs	None
HI-STORM 100S Lid Nuts† (Temporary and Permanent Lids, Including Version B)	Hand Tight	None
Door Locking Pins	Hand Tight + 1/8 to 1/2 turn	None
HI-STORM 100 Vent Screen/Temperature Element Screws	Hand Tight	None
HI-STORM 100A Anchor Studs	55- 65 ksi tension applied by bolt tensioner (no initial torque)	None

† Studs and nuts shall be cleaned and inspected for damage or excessive thread wear (replace if necessary) and coated with a light layer of Fel-Pro Chemical Products, N-5000, Nuclear Grade Lubricant (or equivalent).

†† Unless specifically specified, torques have a +/- 5% tolerance.

††† No de-torquing pattern is needed.

Table 8.1.6
HI-STORM 100 SYSTEM ANCILLARY EQUIPMENT OPERATIONAL DESCRIPTION

Equipment	Important To Safety Classification	Reference Figure†	Description
Air Pads/Rollers	Not Important To Safety	8.1.29	Used for HI-STORM or HI-TRAC cask positioning. May be used in conjunction with the cask transporter or other HI-STORM 100 or HI-TRAC lifting device.
Annulus Overpressure System	Not Important To Safety	8.1.14	The Annulus Overpressure System is used for protection against spent fuel pool water contamination of the external MPC shell and baseplate surfaces by providing a slight annulus overpressure during in-pool operations.
Annulus Shield	Not Important To Safety	8.1.13	A shield that is placed at the top of the HI-TRAC annulus to provide supplemental shielding to the operators performing cask loading and closure operations.
Automated Welding System	Not Important To Safety	8.1.2b	Used for remote field welding of the MPC.
AWS Baseplate Shield	Not Important To Safety	8.1.2b	Provides supplemental shielding to the operators during the cask closure operations.
Bottom Lid Transfer Slide (Not used with HI-TRAC 125D)	Not Important To Safety	8.1.26	Used to simultaneously replace the pool lid with the transfer lid under the suspended HI-TRAC and MPC. Used in conjunction with the bottom lid transfer step.
Cask Transporter	Not Important to Safety unless site-specific conditions require transfer cask or overpack handling outside drop analysis basis.	8.1.29a and 8.1.29b	Used for handling of the HI-STORM 100 Overpack and/or the HI-TRAC Transfer Cask around the site. The cask transporter may take the form of heavy haul transfer trailer, special transporter or other equipment specifically designed for such a function.
Cool-Down System	Not Important To Safety	8.3.4	A closed-loop forced ventilation cooling system used to gas-cool the MPC fuel assemblies down to a temperature at which water can be introduced without the risk of uncontrolled pressure transients in the MPC due to flashing or thermally shocking the fuel assemblies. The cool-down system is attached between the MPC drain and vent ports. The cool-down system is used only for unloading operations.

† Figures are representative and may not depict all configurations for all users.

Table 8.1.6
HI-STORM 100 SYSTEM ANCILLARY EQUIPMENT OPERATIONAL DESCRIPTION
(Continued)

Equipment	Important To Safety Classification	Reference Figure[†]	Description
Lid and empty component lifting rigging	Not Important To Safety, Rigging shall be provided in accordance with NUREG 0612	8.1.9	Used for rigging such components such as the HI-TRAC top lid, pool lid, MPC lid, transfer lid, AWS, HI-STORM Lid and auxiliary shielding and the empty MPC.
Helium Backfill System	Not Important To Safety	8.1.23	Used for controlled insertion of helium into the MPC for leakage testing, blowdown and placement into storage.
HI-STORM 100 Lifting Jacks	Not Important To Safety	8.1.36	Jack system used for lifting the HI-STORM overpack to provide clearance for inserting or removing a device for transportation. .
Alignment Device	Not Important To Safety	8.1.31	Guides HI-TRAC into place on top of HI-STORM for MPC transfers. (Not used for HI-TRAC 125D)
HI-STORM Lifting Devices	Determined site-specifically based on type, location, and height of lift being performed. Lifting devices shall be provided in accordance with ANSI N14.6.	Not shown.	A special lifting device used for connecting the crane (or other primary lifting device) to the HI-STORM 100 for cask handling. Does not include the crane hook (or other primary lifting device) device.
HI-STORM Vent Duct Shield Inserts	Important to Safety Category C .	8.1.30	Used for prevention of radiation streaming from the HI-STORM 100 exit vents during MPC transfers to and from HI-STORM. Not used with the HI-STORM 100S.
HI-TRAC Lid Spacer	Spacer Ring is Not-Important-To-Safety, Studs or bolts are I Important to Safety Category B	Not Shown	Optional ancillary which is used during MPC transfer operations to increase the clearance between the top of the MPC and the underside of the HI-TRAC top lid. Longer threaded studs (or bolts), supplied with the lid spacer, replace the standard threaded studs (or bolts) supplied with the HI-TRAC. The HI-TRAC lid spacer may ONLY be used when the HI-TRAC is handled in the vertical orientation or if HI-TRAC transfer lid is NOT used. The height of the spacer shall be limited to ensure that the weights and C.G. heights in a loaded HI-TRAC with the spacer do not exceed the bounding values found in Section 3.2 of the FSAR.
HI-TRAC Lift Yoke/Lifting Links	Determined site-specifically based on type and location, and height of lift being performed. Lift yoke and lifting devices for loaded HI-TRAC handling shall be provided in accordance with ANSI N14.6.	8.1.3	Used for connecting the crane (or other primary lifting device) to the HI-TRAC for cask handling. Does not include the crane hook (or other primary lifting device).

[†] Figures are representative and may not depict all configurations for all users.

Table 8.1.6
HI-STORM 100 SYSTEM ANCILLARY EQUIPMENT OPERATIONAL DESCRIPTION
(Continued)

Equipment	**Important To Safety Classification**	**Reference Figure**[†]	**Description**
HI-TRAC transfer frame	Not Important To Safety	8.1.4	A steel frame used to support HI-TRAC during delivery, on-site movement and upending/downending operations.
Cask Primary Lifting Device (Cask Transfer Facility)	Important to Safety. Quality classification of subcomponents determined site-specifically.	8.1.28 and 8.1.32	Optional auxiliary (Non-Part 50) cask lifting device(s) used for cask upending and downending and HI-TRAC raising for positioning on top of HI-STORM to allow MPC transfer. The device may consist of a crane, lifting platform, gantry system or any other suitable device used for such purpose.
Inflatable Annulus Seal	Not Important To Safety	8.1.13	Used to prevent spent fuel pool water from contaminating the external MPC shell and baseplate surfaces during in-pool operations.
Lid Retention System	Important to Safety Status determined by each licensee. MPC lid lifting portions of the Lid Retention System shall meet the requirements of ANSI N14.6.	8.1.15, 8.1.17	Optional. The Lid Retention System secures the MPC lid in place during cask handling operations between the pool and decontamination pad.
MPC Lift Cleats	Important To Safety – Category A. MPC Lift Cleats shall be provided in accordance with of ANSI N14.6.	8.1.24	MPC lift cleats consist of the cleats and attachment hardware. The cleats are supplied as solid steel components that contain no weds. The MPC lift cleats are used to secure the MPC inside HI-TRAC during bottom lid replacement and support the MPC during MPC transfer from HI-TRAC into HI-STORM and vice versa. The ITS classification of the lifting device attached to the cleats may be lower than the cleat itself, as determined site-specifically.
Hydrostatic Test System	Not Important to Safety	8.1.20	Used to pressure test the MPC lid-to-shell weld.
MPC Downloader	Important To Safety status determined site-specifically. MPC Downloader Shall meet the requirements of CoC, Appendix B, Section 3.5 .	8.1.28 and 8.1.32	A lifting device used to help raise and lower the MPC during MPC transfer operations to limit the lift force of the MPC against the top lid of HI-TRAC. The MPC downloader may take several forms depending on the location of MPC transfer and may be used in conjunction with other lifting devices.

[†] Figures are representative and may not depict all configurations for all users.

Table 8.1.6
HI-STORM 100 SYSTEM ANCILLARY EQUIPMENT OPERATIONAL DESCRIPTION
(Continued)

Equipment	**Important To Safety Classification**	**Reference Figure**[†]	**Description**
Deleted			
Deleted			
Mating Device	Important-To-Safety – Category B	8.1.31	Used to mate HI-TRAC 125D to HI-ST)RM during transfer operations. Includes sliding drawer for use in removing HI-TRAC pool lid.
MPC Support Slings	Important To Safety – Category A – Rigging shall be provided in accordance with NUREG 0612.	8.1.25	Used to secure the MPC to the lift yoke during HI-TRAC bottom lid replacement operations. Attaches between the MPC lift cleats and the lift yoke. Can be configured for different crane hook configuration.
MPC Upending Frame	Not Important to Safety	8.1.6	A steel frame used to evenly support the MPC during upending operations. and control the upending process.
Supplemental Cooling System	Important to Safety – Category B	2.C.1	A system used to circulate water or other coolant through the HI-TRAC annulus in order to maintain fuel cladding temperatures below ISG-11 Rev. 3 limits during operations with the MPC in the HI-TRAC. Required only for MPC containing high burn-up fuel as determined in accordance with Section 4.5.
MSLD (Helium Leakage Detector)~~Deleted~~	*Not Important to Safety*	*Not shown*	*Used for helium leakage testing of the MPC cover plate welds.*
Deleted			
Temporary Shield Ring	Not Important To Safety	8.1.18	A water-filled tank that fits on the cask neutron shield around the upper forging and provides supplemental shielding to personnel performing cask loading and closure operations.
Vacuum Drying (Moisture Removal) System	Not Important To Safety	8.1.22a	Used for removal of residual moisture from the MPC following water draining.
Forced Helium Dehydration System	Not Important To Safety	8.1.22b	Used for removal of residual moisture from the MPC following water draining.
Vent and Drain RVOAs	Not Important To Safety	8.1.16	Used to access the vent and drain ports. The vent and drain RVOAs allow the vent and drain ports to be operated like valves and prevent the need to hot tap into the penetrations during unloading operation.
Deleted			
Weld Removal	Not Important To Safety	8.3.2b	Semi-automated weld removal system used for removal of the MPC field weld to support

[†] Figures are representative and may not depict all configurations for all users.

System			unloading operations.

Table 8.1.7
HI-STORM 100 SYSTEM INSTRUMENTATION SUMMARY FOR LOADING AND UNLOADING OPERATIONS†

Instrument	Function
Contamination Survey Instruments	Monitors fixed and non-fixed contamination levels.
Dose Rate Monitors/Survey Equipment	Monitors dose rate and contamination levels and ensures proper function of shielding. Ensures assembly debris is not inadvertently removed from the spent fuel pool during overpack removal.
Flow Rate Monitor	Monitors fluid flow rate during various loading and unloading operations.
Helium Mass Spectrometer Leakage Detector (MSLD) ~~Deleted~~	*Ensures leakage rates of welds are within acceptable limits*
Deleted	Ensures leakage rates of welds are within acceptance criteria.
Deleted	
Volumetric Examination Testing Rig	Used to assess the integrity of the MPC lid-to-shell weld.
Pressure Gauges	Ensures correct pressure during loading and unloading operations.
Temperature Gauges	Monitors the state of gas and water temperatures during closure and unloading operations.
Deleted	
Temperature Surface Pyrometer	For HI-STORM vent operability testing.
Vacuum Gages	Used for vacuum drying operations and to prepare an MPC evacuated sample bottle for MPC gas sampling for unloading operations.
Deleted	
Deleted	
Moisture Monitoring Instruments	Used to monitor the MPC moisture levels as part of the moisture removal system.

† All instruments require calibration. See figures at the end of this section for additional instruments, controllers and piping diagrams.

Table 8.1.8
HI-STORM 100 SYSTEM OVERPACK INSPECTION CHECKLIST

Note:
This checklist provides the basis for establishing a site-specific inspection checklist for the HI-STORM 100 overpack. Specific findings shall be brought to the attention of the appropriate site organizations for assessment, evaluation and potential corrective action prior to use.

HI-STORM 100 Overpack Lid:

1. Lid studs and nuts shall be inspected for general condition.
2. The painted surfaces shall be inspected for corrosion and chipped, cracked or blistered paint.
3. All lid surfaces shall be relatively free of dents, scratches, gouges or other damage.
4. The lid shall be inspected for the presence or availability of studs and nuts and hole plugs.
5. Lid lifting device/ holes shall be inspected for dirt and debris and thread condition.
6. Lid bolt holes shall be inspected for general condition.

HI-STORM 100 Main Body:

1. Lid bolt holes shall be inspected for dirt, debris, and thread condition.
2. Vents shall be free from obstructions.
3. Vent screens shall be available, intact, and free of holes and tears in the fabric.
4. The interior cavity shall be free of debris, litter, tools, and equipment.
5. Painted surfaces shall be inspected for corrosion, and chipped, cracked or blistered paint.
6. The nameplate shall be inspected for presence, legibility, and general condition and conformance to Quality Assurance records package.
7. Anchor hardware, if used, shall be checked for general condition.

Table 8.1.9
MPC INSPECTION CHECKLIST

Note:
This checklist provides the basis for establishing a site-specific inspection checklist for MPC. Specific findings shall be brought to the attention of the appropriate site organizations for assessment, evaluation and potential corrective action prior to use.

MPC Lid and Closure Ring:

1. The MPC lid and closure ring surfaces shall be relatively free of dents, gouges or other shipping damage.
2. The drain line shall be inspected for straightness, thread condition, and blockage.
3. Vent and Drain attachments shall be inspected for availability, thread condition operability and general condition.
4. Upper fuel spacers (if used) shall be inspected for availability and general condition. Plugs shall be available for non-used spacer locations.
5. Lower fuel spacers (if used) shall be inspected for availability and general condition.
6. Drain and vent port cover plates shall be inspected for availability and general condition.
7. Serial numbers shall be inspected for readability.

MPC Main Body:

1. All visible MPC body surfaces shall be inspected for dents, gouges or other shipping damage.
2. Fuel cell openings shall be inspected for debris, dents and general condition.
3. Lift lugs shall be inspected for general condition.
4. Verify proper MPC basket type for contents.

Table 8.1.10
HI-TRAC TRANSFER CASK INSPECTION CHECKLIST

Note:
This checklist provides the basis for establishing a site-specific inspection checklist for the HI-TRAC Transfer Cask. Specific findings shall be brought to the attention of the appropriate site organizations for assessment, evaluation and potential corrective action prior to use.

HI-TRAC Top Lid:

1. The painted surfaces shall be inspected for corrosion and chipped, cracked or blistered paint.
2. All Top Lid surfaces shall be relatively free of dents, scratches, gouges or other damage.

HI-TRAC Main Body:

1. The painted surfaces shall be inspected for corrosion, chipped, cracked or blistered paint.
2. The Top Lid bolt holes shall be inspected for dirt, debris and thread damage.
3. The Top Lid lift holes shall be inspected for thread condition.
4. Lifting trunnions shall be inspected for deformation, cracks, end plate damage, corrosion, excessive galling, damage to the locking plate, presence or availability of locking plate and end plate retention bolts.
5. Pocket trunnion, if used, recesses shall be inspected for indications of overstressing (i.e., cracks, deformation, and excessive wear).
6. Annulus inflatable seal groove shall be inspected for cleanliness, scratches, dents, gouges, sharp corners, burrs or any other condition that may damage the inflatable seal.
7. The nameplate shall be inspected for presence and general condition.
8. The neutron shield jacket shall be inspected for leaks.
9. Neutron shield jacket pressure relief valve shall be inspected for presence, and general condition.
10. The neutron shield jacket fill and drain plugs shall be inspected for presence, leaks, and general condition.
11. Bottom lid flange surface shall be clean and free of large scratches and gouges.

Table 8.1.10 (Continued)
HI-TRAC OVERPACK INSPECTION CHECKLIST

<u>HI-TRAC Transfer Lid (Not used with HI-TRAC 125D):</u>

1. The doors shall be inspected for smooth actuation.
2. The threads shall be inspected for general condition.
3. The bolts shall be inspected for indications of overstressing (i.e., cracks, deformation, thread damage, excessive wear) and replaced as necessary.
4. Door locking pins shall be inspected for indications of overstressing (i.e., cracks, and deformation, thread damage, excessive wear) and replaced as necessary.
5. Painted surfaces shall be inspected for corrosion and chipped, cracked or blistered paint.
6. Lifting holes shall be inspected for thread damage.

<u>HI-TRAC Pool Lid:</u>

1. Seal shall be inspected for cracks, breaks, cuts, excessive wear, flattening, and general condition.
2. Drain line shall be inspected for blockage and thread condition.
3. The lifting holes shall be inspected for thread damage.
4. The bolts shall be inspected for indications of overstressing (i.e., cracks and deformation, thread damage, and excessive wear).
5. Painted surfaces shall be inspected for corrosion and chipped, cracked or blistered paint.
6. Threads shall be inspected for indications of damage.

8.3 PROCEDURE FOR UNLOADING THE HI-STORM 100 SYSTEM IN THE SPENT FUEL POOL

8.3.1 Overview of HI-STORM 100 System Unloading Operations

ALARA Note:
The procedure described below uses the weld removal system to remove the welds necessary to enable the MPC lid to be removed. Users may opt to remove some or all of the welds using hand operated equipment. The decision should be based on dose rates, accessibility, degree of weld removal, and available tooling and equipment.

The HI-STORM 100 System unloading procedures describe the general actions necessary to prepare the MPC for unloading, cool the stored fuel assemblies in the MPC, flood the MPC cavity, remove the lid welds, unload the spent fuel assemblies, and recover the HI-TRAC and empty MPC. Special precautions are outlined to ensure personnel safety during the unloading operations, and to prevent the risk of MPC over pressurization and thermal shock to the stored spent fuel assemblies. Figure 8.3.1 shows a flow diagram of the HI-STORM unloading operations. Figure 8.3.2 illustrates the major HI-STORM unloading operations.

Refer to the boxes of Figure 8.3.2 for the following description. The MPC is recovered from HI-STORM either at the ISFSI or the fuel building using the same methodologies as described in Section 8.1 (Box 1). The HI-STORM lid is removed, the vent duct shield inserts are installed, the alignment device (or mating device with pool lid for HI-TRAC 125D) is positioned, and the MPC lift cleats are attached to the MPC. The exit vent screens and gamma shield cross plates are removed as necessary. MPC slings are attached to the MPC lift cleat and positioned on the MPC lid. HI-TRAC is positioned on top of HI-STORM (Box 2) and the slings are brought through the HI-TRAC top lid. The MPC is raised into HI-TRAC, the HI-TRAC doors (or mating device drawer) are closed and the locking pins are installed. If the mating device and HI-TRAC 125D are used, the pool lid is bolted to the HI-TRAC. The HI-TRAC is removed from on top of HI-STORM. If the HI-TRAC 125D is not used, the HI-TRAC is positioned in the transfer slide and the transfer lid is replaced with the pool lid (Box 3) using the same methodology as with the loading operations.

If the MPC contains high burn-up fuel, a Supplemental Cooling System (SCS) (if required) is connected to the HI-TRAC annulus following transfer from the HI-STORM to the HI-TRAC and used to circulate coolant to maintain fuel cladding temperatures below ISG-11 Rev. 3 limits. HI-TRAC and its enclosed MPC are returned to the designated preparation area and the MPC slings and MPC lift cleats are removed. The temporary shield ring is installed on the HI-TRAC upper section and filled with plant demineralized water. The HI-TRAC top lid is removed[1] (Box 4) and a water flush is performed on the annulus. Water is fed into the annulus through the drain port and allowed to cool the MPC shell. After a predetermined period (based on the fuel conditions), cover the annulus and HI-TRAC top surfaces to protect them from debris produced when removing the MPC lid. The weld removal system is installed (Box 7) and the MPC vent and drain ports are accessed (Box 5). The vent RVOA is attached to the vent port and an evacuated sample bottle is connected. The vent port is slightly opened to allow the sample bottle

[1] Users with the optional HI-TRAC Lid Spacer shall modify steps in their procedures to install and remove the spacer together with top lid.

to obtain a gas sample from inside the MPC. A gas sample is performed to assess the condition of the fuel assembly cladding. A vent line is attached to the vent port and the MPC is vented to the fuel building ventilation system or spent fuel pool as determined by the site's radiation protection personnel. The MPC is cooled using the cool-down system to reduce the MPC internal temperature to allow water flooding (Box 6). The cool-down process gradually reduces the cladding temperature to a point where the MPC may be flooded with water without thermally shocking the fuel assemblies or over-pressurizing the MPC from the formation of steam. Following the fuel cool-down, the MPC is filled with water (borated as required) and the supplemental cooling is terminated (if used). The weld removal system then removes the MPC lid-to-shell weld. The weld removal system is removed with the MPC lid left in place (Box 7).

The top surfaces of the HI-TRAC and MPC are cleared of metal shavings. The inflatable annulus seal is installed and pressurized. The MPC lid is rigged to the lift yoke or lid retention system and the lift yoke is engaged to HI-TRAC lifting trunnions. If weight limitations require, the neutron shield jacket is drained of water. HI-TRAC is placed in the spent fuel pool and the MPC lid is removed (Boxes 8 and 9). All fuel assemblies are returned to the spent fuel storage racks and the MPC fuel cells are vacuumed to remove any assembly debris and crud (Box 10). HI-TRAC and MPC are returned to the designated preparation area (Box 11) where the MPC water is pumped back into the spent fuel pool or liquid radwaste facility. The annulus water is drained and the MPC and overpack are decontaminated (Box 12 and 13).

8.3.2 HI-STORM Recovery from Storage

Note:
The MPC transfer may be performed using the MPC downloader or the overhead crane.

1. Recover the MPC from HI-STORM as follows:

    a. If necessary, perform a transport route walkdown to ensure that the cask transport conditions are met.

    b. Transfer HI-STORM to the fuel building or site designated location for the MPC transfer.

    c. Position HI-STORM under the lifting device.

    d. Remove the HI-STORM lid nuts, washers and studs.

    e. Remove the HI-STORM lid lifting hole plugs and install the lid lifting sling. See Figure 8.1.27.

Note:
The specific sequence for vent screen, temperature element, and gamma shield cross plate removal may vary based on the mode(s) or transport.

    f. Remove the HI-STORM exit vent screens, temperature elements and gamma shield cross plates. See Figure 8.1.34a and b.

Warning:
Unless the lift is single-failure proof (or equivalent safety factor) for the HI-STORM lid, the lid shall be kept less than 2 feet above the top surface of the overpack. This is performed to protect the MPC lid from a potential HI-STORM 100 lid drop.

g. Remove the HI-STORM lid. See Figure 8.1.27.

h. Install the alignment device (or mating device with pool lid for HI-TRAC 125D) and vent duct shield inserts (HI-STORM 100 only). See Figure 8.1.30.

i. Deleted.

j. Remove the MPC lift cleat hole plugs and install the MPC lift cleats and MPC slings to the MPC lid. See Table 8.1.5 for torque requirements.

k. If necessary, install the top lid on HI-TRAC. See Figure 8.1.9 for rigging. See Table 8.1.5 for torque requirements.

l. Deleted.

2. If necessary, configure HI-TRAC with the transfer lid (Not required for HI-TRAC 125D):

ALARA Warning:
The bottom lid replacement as described below may only be performed on an empty (i.e., no MPC) HI-TRAC.

a. Position HI-TRAC vertically adjacent to the transfer lid. See Section 8.1.2.

b. Remove the bottom lid bolts and plates and store them temporarily.

c. Raise the empty HI-TRAC and position it on top of the transfer lid.

d. Inspect the pool lid bolts for general condition. Replace worn or damaged bolts with new bolts.

e. Install the transfer lid bolts. See Table 8.1.5 for torque requirements.

3. At the site's discretion, perform a HI-TRAC receipt inspection and cleanliness inspection in accordance with a site-specific inspection checklist.

Note:
If the HI-TRAC is expected to be operated in an environment below 32 ^{o}F, the water jacket shall be filled with an ethylene glycol solution (25% ethylene glycol). Otherwise, the jacket shall be filled with demineralized water.

4. If previously drained, fill the neutron shield jacket with plant demineralized water or an ethylene glycol solution (25% ethylene glycol) as necessary. Ensure that the fill and drain plugs are installed.

5. Engage the lift yoke to the HI-TRAC lifting trunnions.

6. Align HI-TRAC over HI-STORM and mate the overpacks. See Figure 8.1.31.

7. If necessary, install the MPC downloader.

8. Remove the transfer lid (or mating device) locking pins and open the doors (mating device drawer).

9. At the user's discretion, install trim plates to cover the gap above and below the door (drawer for 125D). The trim plates may be secured using hand clamps or any other method deemed suitable by the user. See Figure 8.1.33.

10. Attach the ends of the MPC sling to the lifting device or MPC downloader. See Figure 8.1.32.

ALARA Warning:
If trim plates are not used, personnel should remain clear of the immediate door area during MPC downloading since there may be some radiation streaming during MPC raising and lowering operations.
Caution:
Limitations for the handling an MPC containing high burn-up fuel in a HI-TRAC are evaluated and established on a canister basis to ensure that acceptable cladding temperatures are not exceeded. Refer to FSAR Section 4.5 for guidance. For MPCs containing high burn-up fuel, the Supplemental Cooling System (SCS) (if required) is used to prevent fuel cladding temperatures from exceeding ISG-11 Rev. 3 limits. Operation of the SCS typically begins as soon as the MPC is placed in the HI-TRAC and continues until MPC cool-down and re-flooding operations have commenced. Staging and check-out of the SCS shall be completed prior to transferring the MPC to the HI-TRAC to minimize the time required to begin its operation.

11. Raise the MPC into HI-TRAC.

12. Verify the MPC is in the full-up position.

13. Close the HI-TRAC doors (or mating device drawer) and install the door locking pins.

14. For the HI-TRAC 125D, bolt the pool lid to the HI-TRAC. See Table 8.1.5 for torque requirements.

15. Lower the MPC onto the transfer lid doors (or pool lid for 125D).

16. Disconnect the slings from the MPC lift cleats.

Note:
For the HI-TRAC 100 and HI-TRAC 125, operation of the SCS may need to be postponed until the pool lid is in place on the HI-TRAC. In any event, supplemental cooling shall begin before time limits established by the canister thermal evaluation are exceeded.
Warning:
At the start of SCS operations, the annulus fill water may flash to steam due to high MPC shell temperatures. Users may select the location and means of filling the annulus. Water addition should be preformed in a slow and controlled manner until water steam generation has ceased.

17. If required, attach the SCS to the HI-TRAC annulus and begin circulating coolant. (See Figure 2.C.1). Continue operation of the SCS until MPC cool-down and re-flooding operations have commenced.

18. If necessary, remove the MPC downloader from the top of HI-TRAC.

19. Remove HI-TRAC from the top of HI-STORM.

8.3.3 Preparation for Unloading:

1. Replace the transfer lid with the pool lid as follows (Not required for HI-TRAC 125D):

   a. Lower the lift yoke and attach the MPC slings between the lift cleats and the lift yoke. See Figure 8.1.25.

   b. Engage the lift yoke to the HI-TRAC lifting trunnions.

   c. Deleted.

   d. Raise HI-TRAC and position the transfer lid approximately one inch above the transfer step. See Figure 8.1.26.

   e. Raise the transfer slide carriage so the transfer carriage is supporting the transfer lid bottom. Remove the transfer lid bolts and store them temporarily.

> **ALARA Warning:**
> Clear all personnel away from the immediate operations area. The transfer slide carriage and jacks are remotely operated. The carriage has fine adjustment features to allow precise positioning of the lids.

   f. Lower the transfer carriage and position the pool lid under HI-TRAC.

   g. Raise the transfer slide carriage to place the pool lid against the HI-TRAC bottom lid bolting flange.

   h. Inspect the bottom lid bolts for general condition. Replace worn or damaged bolts with new bolts.

   i. Install the pool lid bolts. See Table 8.1.5 for torque requirements.

   j. If required, attach the SCS to the HI-TRAC annulus and begin circulating coolant. (See Figure 2.C.1) Continue operation of the SCS until MPC cool-down and re-flooding operations have commenced.

   k. Raise and remove the HI-TRAC from the transfer slide.

   l. Disconnect the MPC slings and lift cleats.

   m. Deleted.

   n. Deleted.

2. Place HI-TRAC in the designated preparation area.

> **Warning:**
> Unless the lift is single-failure proof (or equivalent safety factor) the HI-TRAC top lid, the top lid shall be kept less than 2 feet above the top surface of the MPC. This is performed to protect the MPC lid from a potential lid drop.

3. Prepare for MPC cool-down as follows:

a. Remove the top lid bolts and remove HI-TRAC top lid. See Figure 8.1.9 for rigging.

Warning:
At the start of annulus filling, the annulus fill water may flash to steam due to high MPC shell temperatures. Users may select the location and means of performing the annulus flush. Users may also elect the source of water and method for collecting the water flowing from the annulus. Water addition should be preformed in a slow and controlled manner until water steam generation has ceased. Water flush should be performed for a minimum of 33 hours at a flow rate of 10 GPM or as specified for the particular heat load of the MPC. . Annulus filling is only required if the SCS is not used.

b. If necessary, perform annulus flush by injecting water into the HI-TRAC drain port and allowing the water to cool the MPC shell and lid.

4. If necessary, set the annulus water level to approximately 4 inches below the top of the MPC shell and install the annulus shield. Cover the annulus and HI-TRAC top surfaces to protect them from debris produced when removing the MPC lid.

5. Access the MPC as follows:

ALARA Note:
The following procedures describe weld removal using a machine tool head. Other methods may also be used. The metal shavings may need to be periodically vacuumed.

ALARA Warning:
Weld removal may create an airborne radiation condition. Weld removal must be performed under the direction of the user’s Radiation Protection organization.

a. Install bolt plugs and/or waterproof tape from HI-TRAC top bolt holes.

b. Using the marked locations of the vent and drain ports, core drill the closure ring and vent and drain port cover plates.

6. Remove the closure ring section and the vent and drain port cover plates.

ALARA Note:
The MPC vent and drain ports are equipped with metal-to-metal seals to minimize leakage and withstand the long-term effects of temperature and radiation. The vent and drain port design prevents the need to hot tap into the penetrations during unloading operation and eliminate the risk of a pressurized release of gas from the MPC.

7. Take an MPC gas sample as follows:

Note:
Users may select alternate methods of obtaining a gas sample.

a. Attach the RVOAs (See Figure 8.1.16).

b. Attach a sample bottle to the vent port RVOA as shown on Figure 8.3.3.

c. Using the vacuum drying system, evacuate the RVOA and Sample Bottle.

d. Slowly open the vent port cap using the RVOA and gather a gas sample from the MPC internal atmosphere.

e. Close the vent port cap and disconnect the sample bottle.

ALARA Note:
The gas sample analysis is performed to determine the condition of the fuel cladding in the MPC. The gas sample may indicate that fuel with damaged cladding is present in the MPC. The results of the gas sample test may affect personnel protection and how the gas is processed during MPC depressurization.

f. Turn the sample bottle over to the site's Radiation Protection or Chemistry Department for analysis.

g. Deleted.

8. Fill the MPC cavity with water as follows:

Caution:
The MPC interior shall be filled with helium or another suitable inert gas to avoid exposing the fuel to oxidizing agents while at elevated temperatures. Exposing fuel at elevated temperatures to oxidizing agents can lead to deleterious oxidation of the fuel.

a. Configure the cool-down system as shown on Figure 8.3.4.

b. Verify that the helium gas pressure regulator is set to the appropriate pressure.

c. Open the helium gas supply valve to purge the gas lines of air.

d. Deleted.

e. If necessary, slowly open the helium supply valve and increase the Cool-Down System pressure. Close the helium supply valve.

f. Start the gas coolers.

g. Open the vent and drain port caps using the RVOAs.

h. Start the blower and monitor the gas exit temperature. Continue the fuel cool-down operations until the gas exit temperature meets the requirements.

Note:
Water filling should commence immediately at the completion of fuel cool-down operations to prevent fuel assembly heat-up. Prepare the water fill line and the vent line in advance of water filling.

i. Prepare the MPC fill and vent lines as shown on Figure 8.1.20. Route the vent port line several feet below the spent fuel pool surface or to the radwaste gas facility. Turn off the blower and disconnect the gas lines to the vent and drain port RVOAs. Attach the vent line to the MPC vent port and slowly open the vent line valve to depressurize the MPC.

Note:
When unloading MPCs requiring soluble boron, the boron concentration of the water shall be checked in accordance with Tables 2.1.14 and 2.1.16 before and during operations with fuel and water in the MPC.

j. Attach the water fill line to the MPC drain port and slowly open the water supply valve and establish a pressure less than 90 psi. (Refer to Tables 2.1.14 and 2.1.16 for boron concentration requirements). Fill the MPC until bubbling from the vent line has terminated. Close the water supply valve on completion.

k. If used, cease operation of the SCS and remove the system from the HI-TRAC.

Caution:

Oxidation of Boral panels contained in the MPC may create hydrogen gas while the MPC is filled with water. Appropriate monitoring for combustible gas concentrations shall be performed prior to, and during MPC lid cutting operations. The space below the MPC lid shall be exhausted or purged with inert gas prior to, and during MPC lid cutting operations to provide additional assurance that flammable gas concentrations will not develop in this space.

l. Disconnect both lines from the drain and vent ports leaving the drain port cap open to allow for thermal expansion of the water during MPC lid weld removal.

m. Connect a combustible gas monitor to the MPC vent port and check for combustible gas concentrations prior to and periodically during weld removal activities. Purge or evacuate the gas space under the lid as necessary

n. Remove the MPC lid-to-shell weld using the weld removal system. See Figure 8.1.9 for rigging.

o. Vacuum the top surfaces of the MPC and HI-TRAC to remove any metal shavings.

9. Install the inflatable annulus seal as follows:

Caution:
Do not use any sharp tools or instruments to install the inflatable seal.

a. Remove the annulus shield.

b. Manually insert the inflatable seal around the MPC. See Figure 8.1.13.

c. Ensure that the seal is uniformly positioned in the annulus area.

d. Inflate the seal

e. Visually inspect the seal to ensure that it is properly seated in the annulus. Deflate, adjust and inflate the seal as necessary.

10. Place HI-TRAC in the spent fuel pool as follows:

a. If necessary for plant weight limitations, drain the water from the neutron shield jacket.

b. Engage the lift yoke to HI-TRAC lifting trunnions, remove the MPC lid lifting hole plugs and attach the MPC lid slings or lid retention system to the MPC lid.

c. If the lid retention system is used, inspect the lid bolts for general condition. Replace worn or damaged bolts with new bolts.

d. Install the lid retention system bolts if the lid retention system is used.

ALARA Note:
The optional Annulus Overpressure System is used to provide further protection against MPC external shell contamination during in-pool operations.

e. If used, fill the annulus overpressure system lines and reservoir with demineralized water and close the reservoir valve. Attach the annulus overpressure system to the HI-TRAC. See Figure 8.1.14.

f. Position HI-TRAC over the cask loading area with the basket aligned to the orientation of the spent fuel racks.

ALARA Note:
Wetting the components that enter the spent fuel pool may reduce the amount of decontamination work to be performed later.

g. Wet the surfaces of HI-TRAC and lift yoke with plant demineralized water while slowly lowering HI-TRAC into the spent fuel pool.

h. When the top of the HI-TRAC reaches the elevation of the reservoir, open the annulus overpressure system reservoir valve. Maintain the reservoir water level at approximately 3/4 full the entire time the cask is in the spent fuel pool.

i. If the lid retention system is used, remove the lid retention bolts when the top of HI-TRAC is accessible from the operating floor.

j. Place HI-TRAC on the floor of the cask loading area and disengage the lift yoke. Visually verify that the lift yoke is fully disengaged.

k. Apply slight tension to the lift yoke and visually verify proper disengagement of the lift yoke from the trunnions.

l. Remove the lift yoke, MPC lid and drain line from the pool in accordance with directions from the site's Radiation Protection personnel. Spray the equipment with demineralized water as they are removed from the pool.

m. Disconnect the drain line from the MPC lid.

n. Store the MPC lid components in an approved location. Disengage the lift yoke from MPC lid. Remove any upper fuel spacers using the same process as was used in the installation.

o. Disconnect the lid retention system if used.

8.3.4 MPC Unloading

1. Remove the spent fuel assemblies from the MPC using applicable site procedures.
2. Vacuum the cells of the MPC to remove any debris or corrosion products.
3. Inspect the open cells for presence of any remaining items. Remove them as appropriate.

8.3.5 Post-Unloading Operations

1. Remove HI-TRAC and the unloaded MPC from the spent fuel pool as follows:

a. Engage the lift yoke to the top trunnions.

b. Apply slight tension to the lift yoke and visually verify proper engagement of the lift yoke to the trunnions.

c. Raise HI-TRAC until HI-TRAC flange is at the surface of the spent fuel pool.

ALARA Warning:
Activated debris may have settled on the top face of HI-TRAC during fuel unloading.

d. Measure the dose rates at the top of HI-TRAC in accordance with plant radiological procedures and flush or wash the top surfaces to remove any highly-radioactive particles.

e. Raise the top of HI-TRAC and MPC to the level of the spent fuel pool deck.

f. Close the annulus overpressure system reservoir valve.

g. Using a water pump, lower the water level in the MPC approximately 12 inches to prevent splashing during cask movement.

ALARA Note:
To reduce contamination of HI-TRAC, the surfaces of HI-TRAC and lift yoke should be kept wet until decontamination can begin.

h. Remove HI-TRAC from the spent fuel pool while spraying the surfaces with plant demineralized water.

i. Disconnect the annulus overpressure system from the HI-TRAC via the quick disconnect.

j. Place HI-TRAC in the designated preparation area.

k. Disengage the lift yoke.

l. Perform decontamination on HI-TRAC and the lift yoke.

2. Carefully decontaminate the area above the inflatable seal. Deflate, remove, and store the seal in an approved plant storage location.
3. Using a water pump, pump the remaining water in the MPC to the spent fuel pool or liquid radwaste system.
4. Drain the water in the annulus area by connecting the drain line to the HI-TRAC drain connector.
5. Remove the MPC from HI-TRAC and decontaminate the MPC as necessary.
6. Decontaminate HI-TRAC.
7. Remove the bolt plugs and/or waterproof tape from HI-TRAC top bolt holes.
8. Return any HI-STORM 100 equipment to storage as necessary.

9.1 ACCEPTANCE CRITERIA

This section provides the workmanship inspections and acceptance tests to be performed on the HI-STORM 100 System prior to and during loading of the system. These inspections and tests provide assurance that the HI-STORM 100 System has been fabricated, assembled, inspected, tested, and accepted for use under the conditions specified in this FSAR and the Certificate of Compliance issued by the NRC in accordance with the requirements of 10CFR72 [9.0.1].

Identification and resolution of noncompliances shall be performed in accordance with the Holtec International Quality Assurance Program as described in Chapter 13 of this FSAR, or the licensee's NRC-approved Quality Assurance Program.

The testing and inspection acceptance criteria applicable to the MPCs, the HI-STORM 100 overpack, and the 100-ton HI-TRAC and 125-ton HI-TRAC transfer casks are listed in Tables 9.1.1, 9.1.2, and 9.1.3, respectively, and discussed in more detail in the sections that follow. Chapters 8 and 12 provide operating guidance and the bases for the Technical Specifications, respectively. These inspections and tests are intended to demonstrate that the HI-STORM 100 System has been fabricated, assembled, and examined in accordance with the design criteria contained in Chapter 2 of this FSAR.

This section summarizes the test program required for the HI-STORM 100 System.

9.1.1 Fabrication and Nondestructive Examination (NDE)

The design, fabrication, inspection, and testing of the HI-STORM 100 System is performed in accordance with the applicable codes and standards specified in Tables 2.2.6 and 2.2.7 and on the Design Drawings. Additional details on specific codes used are provided below.

The following fabrication controls and required inspections shall be performed on the HI-STORM 100 System, including the MPCs, overpacks, and HI-TRAC transfer casks, in order to assure compliance with this FSAR and the Certificate of Compliance.

1. Materials of construction specified for the HI-STORM 100 System are identified in the drawings in Chapter 1 and shall be procured with certification and supporting documentation as required by ASME Code [9.1.1] Section II (when applicable); the requirements of ASME Section III (when applicable); Holtec procurement specifications; and 10CFR72, Subpart G. Materials and components shall be receipt inspected for visual and dimensional acceptability, material conformance to specification requirements, and traceability markings, as applicable. Controls shall be in place to assure material traceability is maintained throughout fabrication. Materials for the confinement boundary (MPC baseplate, lid, closure ring, port cover plates and shell) shall also be inspected per the requirements of ASME Section III, Article NB-2500.

2. The MPC confinement boundary shall be fabricated and inspected in accordance with ASME Code, Section III, Subsection NB, with alternatives as noted below. The MPC basket and basket supports shall be fabricated and inspected in accordance with ASME Code, Section III, Subsection NG, with alternatives as noted below. Metal components of the HI-TRAC transfer cask and the HI-STORM overpack, as applicable, shall be fabricated and inspected in accordance with ASME Code, Section III, Subsection NF, Class 3 or AWS D1.1, as shown on the design drawings, with alternatives as noted below.

   NOTE: NRC-approved alternatives to these Code requirements are discussed in FSAR Section 2.2.4.

3. ASME Code welding shall be performed using welders and weld procedures that have been qualified in accordance with ASME Code Section IX and the applicable ASME Section III Subsections (e.g., NB, NG, or NF, as applicable to the SSC). AWS code welding may be performed using welders and weld procedures that have been qualified in accordance with applicable AWS requirements or in accordance with ASME Code Section IX

4. Welds shall be visually examined in accordance with ASME Code, Section V, Article 9 with acceptance criteria per ASME Code, Section III, Subsection NF, Article NF-5360, except the MPC fuel basket cell plate-to-cell plate welds and fuel basket support-to-canister welds which shall have acceptance criteria to ASME Code Section III, Subsection NG, Article NG-5360, (as modified by the design drawings). Table 9.1.4 identifies additional nondestructive examination (NDE) requirements to be performed on specific welds, and the applicable codes and acceptance criteria to be used in order to meet the inspection requirements of the applicable ASME Code, Section III. Acceptance criteria for NDE shall be in accordance with the applicable Code for which the item was fabricated. These additional NDE criteria are also specified on the design drawings for the specific welds. Weld inspections shall be detailed in a weld inspection plan which shall identify the weld and the examination requirements, the sequence of examination, and the acceptance criteria. The inspection plan shall be reviewed and approved by Holtec in accordance with its QA program. NDE inspections shall be performed in accordance with written and approved procedures by personnel qualified in accordance with SNT-TC-1A [9.1.2] or other site-specific, NRC-approved program for personnel qualification.

5. The MPC confinement boundary shall be examined and tested by a combination of methods (including helium leak test, pressure test, UT, MT and/or PT, as applicable) to verify that it is free of cracks, pinholes, uncontrolled voids or other defects that could significantly reduce its confinement effectiveness.

6. ASME Code welds requiring weld repair shall be repaired in accordance with the requirements of the ASME Code, Section III, Article NB-4450, NG-4450, or NF-

4450, as applicable to the SSC, and examined after repair in the same manner as the original weld.

7. Base metal repairs shall be performed and examined in accordance with the applicable fabrication Code.

8. Grinding and machining operations on the MPC confinement boundary shall be controlled through written and approved procedures and quality assurance oversight to ensure grinding and machining operations do not reduce base metal wall thicknesses of the confinement boundary beyond that allowed per the design drawings. The thicknesses of base metals shall be ultrasonically tested, as necessary, in accordance with written and approved procedures to verify base metal thickness meets Design Drawing requirements. A nonconformance shall be written for areas found to be below allowable base metal thickness and shall be evaluated and repaired per the applicable ASME Code, Subsection NB requirements.

9. Dimensional inspections of the HI-STORM 100 System shall be performed in accordance with written and approved procedures in order to verify compliance to design drawings and fit-up of individual components. All dimensional inspections and functional fit-up tests shall be documented.

10. Required inspections shall be documented. The inspection documentation shall become part of the final quality documentation package.

11. The HI-STORM 100 System shall be inspected for cleanliness and proper packaging for shipping in accordance with written and approved procedures.

12. Each cask shall be durably marked with the appropriate model number, a unique identification number, and its empty weight per 10CFR72.236(k) at the completion of the acceptance test program.

13. A documentation package shall be prepared and maintained during fabrication of each HI-STORM 100 System to include detailed records and evidence that the required inspections and tests have been performed. The completed documentation package shall be reviewed to verify that the HI-STORM 100 System or component has been properly fabricated and inspected in accordance with the design and Code construction requirements. The documentation package shall include, but not be limited to:

    - Completed Shop Weld Records
    - Inspection Records
    - Nonconformance Reports
    - Material Test Reports
    - NDE Reports

- Dimensional Inspection Report

9.1.1.1 MPC Lid-to-Shell Weld Volumetric Inspection

1. The MPC lid-to-shell (LTS) weld shall be volumetrically or multi-layer liquid penetrant (PT) examined following completion of welding. If volumetric examination is used, the ultrasonic testing (UT) method shall be employed. Ultrasonic techniques (including, as appropriate, Time-of-Flight Diffraction, Focussed Phased Array, and conventional pulse-echo) shall be supplemented, as necessary, to ensure substantially complete coverage of the examination volume.

2. If volumetric examination is used, then a PT examination of the root and final pass of the LTS weld shall also be performed and unacceptable indications shall be documented, repaired and re-examined.

3. If volumetric examination is not used, a multi-layer PT examination shall be employed. The multi-layer PT must, at a minimum, include the root and final weld layers and one intermediate PT after each approximately 3/8 inch weld depth has been completed. The 3/8 inch weld depth corresponds to the maximum allowable flaw size determined in Holtec Position Paper DS-213 [9.1.6].

4. The overall minimum thickness of the LTS weld has been increased by 0.125 inch over the size credited in the structural analyses, to provide additional structural capacity. A 0.625-inch J-groove weld was assumed in structural analyses in Chapter 3.

5. For either UT or PT, the maximum undetectable flaw size must be demonstrated to be less than the critical flaw size. The critical flaw size must be determined in accordance with ASME Section XI methods. The critical flaw size shall not cause the primary stress limits of NB-3000 to be exceeded. The inspection results, including relevant findings (indications) shall be made a permanent part of the cask user's records by video, photographic, or other means which provide an equivalent retrievable record of weld integrity. The video or photographic records should be taken during the final interpretation period described in ASME Section V, Article 6, T-676. The inspection of the weld shall be performed by qualified personnel and shall meet the acceptance requirements of ASME Section III, NB-5350 for PT and NB-5332 for UT.

6. Evaluation of any indications shall include consideration of any active flaw mechanisms. However, cyclic loading on the LTS weld is not significant, so fatigue is not a factor. The LTS weld is protected from the external environment by the closure ring and the root of the LTS weld is dry and inert (He atmosphere), so stress corrosion cracking is not a concern for the LTS weld.

7. The volumetric or multi-layer PT examination of the LTS weld, in conjunction with other examinations and tests performed on this weld (PT of root and final layer, and pressure test); the use of ASME Section III acceptance criteria, and the additional weld material added to account for potential defects in the root pass of the weld, in total, provide reasonable assurance that the LTS weld is sound and will perform its design function under all loading conditions. The volumetric (or multi-layer PT) examination and evaluation of indications provides reasonable assurance that leakage of the weld or structural failure under the design basis normal, off-normal, and accident loading conditions will not occur.

9.1.2 Structural and Pressure Tests

9.1.2.1 Lifting Trunnions

Two trunnions (located near the top of the HI-TRAC transfer cask) are provided for vertical lifting and handling. The trunnions are designed in accordance with ANSI N14.6 [9.1.3] using a high-strength and high-ductility material (see Chapter 1). The trunnions contain no welded components. The maximum design lifting load of 250,000 pounds for the HI-TRAC 125 and HI-TRAC 125D and 200,000 pounds for the HI-TRAC 100 will occur during the removal of the HI-TRAC from the spent fuel pool after the MPC has been loaded, flooded with water, and the MPC lid is installed. The high-material ductility, absence of materials vulnerable to brittle fracture, large stress margins, and a carefully engineered design to eliminate local stress risers in the highly-stressed regions (during the lift operations) ensure that the lifting trunnions will work reliably. However, pursuant to the defense-in-depth approach of NUREG-0612 [9.1.4], the acceptance criteria for the lifting trunnions must be established in conjunction with other considerations applicable to heavy load handling.

Section 5 of NUREG-0612 calls for measures to "provide an adequate defense-in-depth for handling of heavy loads...". The NUREG-0612 guidelines cite four major causes of load handling accidents, of which rigging failure (including trunnion failure) is one:

i. operator errors
ii. rigging failure
iii. lack of adequate inspection
iv. inadequate procedures

The cask loading and handling operations program shall ensure maximum emphasis to mitigate the potential load drop accidents by implementing measures to eliminate shortcomings in all aspects of the operation including the four aforementioned areas.

In order to ensure that the lifting trunnions do not have any hidden material flaws, the trunnions shall be tested at 300% of the maximum design (service) lifting load. The load (750,000 lbs for the HI-TRAC 125 and HI-TRAC 125D and 600,000 lbs for the HI-TRAC 100) shall be applied for a minimum of 10 minutes. The accessible parts of the trunnions (areas outside the HI-TRAC cask), and the adjacent HI-TRAC cask trunnion attachment area shall then be visually examined to verify

no deformation, distortion, or cracking occurred. Any evidence of deformation, distortion or cracking of the trunnion or adjacent HI-TRAC cask trunnion attachment areas shall require replacement of the trunnion and/or repair of the HI-TRAC cask. Following any replacements and/or repair, the load testing shall be performed and the components re-examined in accordance with the original procedure and acceptance criteria. Testing shall be performed in accordance with written and approved procedures. Certified material test reports verifying trunnion material mechanical properties meet ASME Code Section II requirements will provide further verification of the trunnion load capabilities. Test results shall be documented. The documentation shall become part of the final quality documentation package.

The acceptance testing of the trunnions in the manner described above will provide adequate assurance against handling accidents.

9.1.2.2 Pressure Testing

9.1.2.2.1 HI-TRAC Transfer Cask Water Jacket

The 125-ton (including HI-TRAC 125 and HI-TRAC 125D) and 100-ton HI-TRAC transfer cask water jackets shall be hydrostatically tested to 75 psig +3,-0 psig, and 71 psig +3, -0 psig, respectively, in accordance with written and approved procedures. The water jacket fill port will be used for filling the cavity with water and the vent port for venting the cavity. The approved test procedure shall clearly define the test equipment arrangement.

The hydrostatic test shall be performed after the water jacket has been welded together. The test pressure gage installed on the water jacket shall have an upper limit of approximately twice that of the test pressure. The hydrostatic test pressure shall be maintained for ten minutes. During this time period, the pressure gage shall not fall below the applicable minimum test pressure. At the end of ten minutes, and while the pressure is being maintained at the minimum pressure, weld joints shall be visually examined for leakage. If a leak is discovered, the cavity shall be emptied and an examination to determine the cause of the leakage shall be made. Repairs and retest shall be performed until the hydrostatic test criteria are met.

After completion of the hydrostatic testing, the water jacket exterior surfaces shall be visually examined for cracking or deformation. Evidence of cracking or deformation shall be cause for rejection, or repair and retest, as applicable. Liquid penetrant (PT) or magnetic particle (MT) examination of accessible welds shall be performed in accordance with ASME Code, Section V, Articles 6 and 7, respectively, with acceptance criteria per ASME Code, Section III, Subsection NF, Articles NF-5350 and NF-5340, respectively. Unacceptable areas shall require repair and re-examination per the applicable ASME Code. The HI-TRAC water jacket hydrostatic test shall be repeated until all examinations are found to be acceptable.

If a hydrostatic retest is required and fails, a nonconformance report shall be issued and a root cause evaluation and appropriate corrective actions taken before further repairs and retests are performed.

Test results shall be documented. The documentation shall become part of the final quality documentation package.

9.1.2.2.2 MPC Confinement Boundary

Pressure testing (hydrostatic or pneumatic) of the MPC confinement boundary shall be performed in accordance with the requirements of the ASME Code Section III, Subsection NB, Article NB-6000 and applicable sub-articles, when field welding of the MPC lid-to-shell weld is completed. If hydrostatic testing is used, the MPC shall be pressure tested to 125% of design pressure. If pneumatic testing is used, the MPC shall be pressure tested to 120% of design pressure. The MPC vent and drain ports will be used for pressurizing the MPC cavity. The loading procedures in FSAR Chapter 8 define the test equipment arrangement. The calibrated test pressure gage installed on the MPC confinement boundary shall have an upper limit of approximately twice that of the test pressure. Following completion of the required hold period at the test pressure, the surface of the MPC lid-to-shell weld shall be re-examined by liquid penetrant examination in accordance with ASME Code, Section III, Subsection NB, Article NB-5350 acceptance criteria. Any evidence of cracking or deformation shall be cause for rejection, or repair and retest, as applicable. The performance and sequence of the test is described in FSAR Section 8.1 (loading procedures).

If a leak is discovered, the test pressure shall be reduced, the MPC cavity water level lowered, if applicable, the MPC cavity vented, and the weld shall be examined to determine the cause of the leakage and/or cracking. Repairs to the weld shall be performed in accordance with written and approved procedures prepared in accordance with the ASME Code, Section III, Article NB-4450.

The MPC confinement boundary pressure test shall be repeated until all required examinations are found to be acceptable. Test results shall be documented and maintained as part of the loaded MPC quality documentation package.

9.1.2.3 Materials Testing

The majority of materials used in the HI-TRAC transfer cask and a portion of the material in the HI-STORM overpack are ferritic steels. ASME Code, Section II and Section III require that certain materials be tested in order to assure that these materials are not subject to brittle fracture failures.

Materials of the HI-TRAC transfer cask and HI-STORM overpack, as required, shall be Charpy V-notch tested in accordance with ASME Section IIA and/or ASME Section III, Subsection NF, Articles NF-2300, and NF-2430. The materials to be tested include the components identified in Table 3.1.18 and applicable weld materials. Table 3.1.18 provides the test temperatures and test acceptance criteria to be used when performing the material testing specified above.

The concrete utilized in the construction of the HI-STORM overpack shall be mixed, poured, and tested as described in FSAR Appendix 1.D in accordance with written and approved procedures. Testing shall verify the composition, compressive strength, and density meet design requirements.

Concrete testing shall be performed for each lot of concrete. Concrete testing shall comply with ACI 349, as clarified in Table 1.D.2.

Test results shall be documented and become part of the final quality documentation package.

9.1.3 Leakage Testing

Leakage testing shall be performed in accordance with the requirements of ANSI N14.5 [9.1.5]. Testing shall be performed in accordance with written and approved procedures.

At completion of welding the MPC shell to the baseplate, an MPC confinement boundary weld helium leakage test shall be performed using a helium mass spectrometer leak detector (MSLD). A temporary test closure lid is used in order to provide a sealed MPC. The confinement boundary welds shall have indicated helium leakage rates less than or equal to $5x10^{-6}$ atm cm^3/s (helium). If a leakage rate exceeding the acceptance criterion is detected, then the area of leakage shall be determined and the area repaired per ASME Code Section III, Subsection NB, Article NB-4450 requirements. Re-testing shall be performed until the leakage rate acceptance criteria is met.

If failure of the leakage rate retest occurs after initial repairs are completed, a nonconformance report shall be issued, and a root cause evaluation and appropriate corrective actions taken before further repairs and retest are performed.

Leakage testing of the field welded MPC lid-to-shell weld~~, vent and drain port cover plate welds,~~ and closure ring welds is not required.

Leak testing results for the MPC shall be documented and shall become part of the quality record documentation package.

9.1.4 Component Tests

9.1.4.1 Valves, Rupture Discs, and Fluid Transport Devices

There are no fluid transport devices or rupture discs associated with the HI-STORM 100 System. The only valve-like components in the HI-STORM 100 System are the specially designed caps installed in the MPC lid for the drain and vent ports. These caps are recessed inside the MPC lid and covered by the fully-welded vent and drain port cover plates. No credit is taken for the caps' ability to confine helium or radioactivity. After completion of drying and backfill operations, the drain and vent port cover plates are welded in place on the MPC lid and are liquid penetrant examined to verify the MPC confinement boundary.

There are two pressure relief valves installed in the upper ledge surface of the HI-TRAC transfer cask water jacket. These pressure relief valves are provided for venting of the neutron shield jacket fluid under hypothetical fire accident conditions in which the design pressure of the water jacket may be exceeded. The pressure relief valves shall relieve at 60 psig and 65 psig.

9.1.4.2 Seals and Gaskets

There are no confinement seals or gaskets included in the HI-STORM 100 System.

9.1.5 Shielding Integrity

The HI-STORM overpack and MPC have two designed shields for neutron and gamma ray attenuation. The HI-STORM overpack concrete provides both neutron and gamma shielding. Additional neutron shielding is provided by the encased neutron absorber attached to the fuel basket cell surfaces inside the MPCs. The overpack's inner and outer steel shells, and the steel shield shell[†], provide radial gamma shielding. Concrete and steel plates provide axial neutron and gamma shielding. A concrete ring attached to the top of the overpack lid provides additional gamma and neutron shielding in the axial direction. Steel gamma shield cross plates, installed in the overpack air inlet and outlet vents, provide additional shielding for radiation through the vent openings.

The HI-TRAC transfer cask uses three different materials for primary shielding. All three HI-TRAC transfer cask designs include a radial steel-lead-steel shield and a steel-lead-steel pool lid design. The top lid in the HI-TRAC 125 and HI-TRAC 125D designs includes Holtite neutron shielding inside a steel enclosure. The HI-TRAC 100 top lid includes only steel shielding. The HI-TRAC 125 transfer lid includes steel, lead, and Holtite, while the HI-TRAC 100 includes only steel and lead. The HI-TRAC 125D design does not include a transfer lid. The water jacket, included in all transfer cask designs, provides radial neutron shielding. Testing requirements for the shielding items are described below.

9.1.5.1 Fabrication Testing and Control

Holtite-A:

Neutron shield properties of Holtite-A are provided in Chapter 1, Section 1.2.1.3.2. Each manufactured lot of neutron shield material shall be tested to verify the material composition (aluminum and hydrogen), boron concentration and neutron shield density (or specific gravity) meet the requirements specified in Chapter 1 and the Bill-of-Material. A manufactured lot is defined as the total amount of material used to make any number of mixed batches comprised of constituent ingredients from the same lot/batch identification numbers supplied by the constituent manufacturer. Testing shall be performed in accordance with written and approved procedures and/or standards. Material composition, boron concentration and density (or specific gravity) data for each manufactured lot of neutron shield material shall become part of the quality documentation package.

[†] The shield shell design feature was deleted in June 2001 after overpack serial number 7 was fabricated. Those overpacks without the shield shell are required to have a higher concrete density in the overpack body to provide compensatory shielding. See Table 1.D.1.

The installation of the neutron shielding material shall be performed in accordance with written and qualified procedures. The procedures shall ensure that mix ratios and mixing methods are controlled in order to achieve proper material composition, boron concentration and distribution, and that pours are controlled in order to prevent gaps from occurring in the material. Samples of each manufactured lot of neutron shield material shall be maintained by Holtec International as part of the quality record documentation package.

Concrete:

The dimensions of the HI-STORM overpack steel shells and the density of the concrete shall be verified to be in accordance with FSAR Appendix 1.D and the design drawings prior to concrete installation. The dimensional inspection and density measurements shall be documented. Also, see Subsection 9.1.2.3 for concrete material testing requirements.

Lead:

The installation of the lead in the HI-TRAC transfer cask shall be performed using written and qualified procedures in order to ensure voids are minimized. Stand pipes or similar devices (as applicable) shall be placed on the upper portion of the cask to ensure the presence of an excess head of liquid lead. Vent risers shall be provided to allow for the air to escape. The HI-TRAC cask components shall be uniformly preheated prior to a lead pour. The temperature of the lead shall be verified to be in the correct temperature range and the lead shall be poured or pumped into place in the annulus (as applicable). The lead pour shall be followed by a controlled cooldown to minimize the gap between the lead and steel shells. The lead shall be cooled from the bottom up and additional molten lead shall be added to the standpipes as necessary to account for lead shrinkage. Each lot of lead shall be tested for chemical composition.

As an alternative to pouring molten lead, the HI-TRAC lead shielding may be installed as pre-cast sections. If pre-cast sections are used, the design of the sections and the installations instructions shall minimize the gaps between adjacent lead sections and between the lead and the transfer cask walls to the extent practicable.

Steel:

Steel plates utilized in the construction of the HI-STORM 100 System shall be dimensionally inspected to assure compliance with the requirements specified on the Design Drawings.

General Requirements for Shield Materials:

1. Test results shall be documented and become part of the quality documentation package.

2. Dimensional inspections of the cavities containing the shielding materials shall assure that the design required amount of shielding material is being incorporated into the fabricated item.

Shielding effectiveness tests shall be performed during fabrication and again after initial loading operations in accordance with Section 9.1.5.2 below and the operating procedures in Chapter 8.

9.1.5.2 Shielding Effectiveness Tests

The effectiveness of the lead pours in the HI-TRAC transfer cask body shall be verified during fabrication by performing gamma scanning on all accessible surfaces of the cask in the lead pour region. The gamma scanning may be performed prior to, or after installation of the water jacket. The purpose of the gamma scanning test is to demonstrate that the gamma shielding of the transfer cask body is at least as effective as that of a lead and steel test block. For the test block, the steel thickness shall be equivalent to the minimum design thickness of steel in the transfer cask component and the lead thickness shall be 5 percent lower than the minimum design thickness of lead in the transfer cask component (see the Design Drawings for the design values). Data shall be recorded on a 6-inch by 6-inch (nominal) grid pattern over the surfaces to be scanned. Should the measured gamma dose rates exceed those established with the test block, the shielding of that transfer cask component shall be deemed unacceptable. Corrective actions should be taken, if practicable, and the testing re-performed until successful results are achieved. If physical corrective actions are not practicable, the degraded condition may be dispositioned with a written evaluation in accordance with applicable procedures to determine the acceptability of the transfer cask for service. Gamma scanning shall be performed in accordance with written and approved procedures. Dose rate measurements shall be documented and shall become part of the quality documentation package.

The effectiveness of the lead plates in the HI-TRAC pool lid (all transfer cask designs) and transfer lid (HI-TRAC 125 and 100 only) shall be verified during fabrication by performing a UT test of the lead plates. The UT testing will take place before the installation of the plates. The UT testing ensures that the plates are uniform internally. This is an accepted industry procedure for locating voids within the lead plate in order to verify the shielding effectiveness of the plate.

Following the first fuel loading of each HI-STORM 100 System (HI-TRAC transfer cask and HI-STORM storage overpack), a shielding effectiveness test shall be performed at the loading facility site to verify the effectiveness of the radiation shield. This test shall be performed after the HI-STORM overpack and HI-TRAC transfer cask have been loaded with an MPC containing spent fuel assemblies and the MPC has been drained, moisture removed, and backfilled with helium.

Operational neutron and gamma shielding effectiveness tests shall be performed after fuel loading using written and approved procedures. Calibrated neutron and gamma dose rate meters shall be used to measure the actual neutron and gamma dose rates at the surface of the HI-STORM overpack and HI-TRAC. Measurements shall be taken at the locations specified in the Radiation Protection Program for comparison against the prescribed limits. The test is considered acceptable if the dose rate readings are less than or equal to the calculated limits. If dose rates are higher than the limits,

the required actions provided in the Radiation Protection Program shall be completed. Dose rate measurements shall be documented and shall become part of the quality documentation package.

NOTE

Section 9.1.5.3 below (including Subsections 9.1.5.3.1 through 9.1.5.3.3) is incorporated into the HI-STORM 100 CoC by reference (CoC Appendix B, Section 3.2.8) and may not be deleted or altered in any way without prior NRC approval via CoC amendment. The text of this section is, therefore, shown in bold type to distinguish it from other text.

9.1.5.3 Neutron Absorber Tests

Each plate of neutron absorber shall be visually inspected for damage such as scratches, cracks, burrs, peeled cladding, foreign material embedded in the surfaces, voids, delamination, and surface finish, as applicable.

9.1.5.3.1 Boral (75% Credit)

After manufacturing, a statistical sample of each lot of neutron absorber shall be tested using wet chemistry and/or neutron attenuation testing to verify a minimum ^{10}B content (areal density) in samples taken from the ends of the panel. The minimum ^{10}B loading of the neutron absorber panels for each MPC model is provided in Table 2.1.15. Any panel in which ^{10}B loading is less than the minimum allowed shall be rejected. Testing shall be performed using written and approved procedures. Results shall be documented and become part of the cask quality records documentation package.

9.1.5.3.2 METAMIC® (90% Credit)

NUREG/CR-5661 identifies the main reason for a penalty in the neutron absorber B-10 density as the potential of neutron streaming due to non-uniformities in the neutron absorber, and recommends comprehensive acceptance tests to verify the presence and uniformity of the neutron absorber for credits more than 75%. Since a 90% credit is taken for METAMIC®, the following criteria must be satisfied:

- **The boron carbide powder used in the manufacturing of METAMIC® must have small particle sizes to preclude neutron streaming**
- **The ^{10}B areal density must comply with the limits of Table 2.1.15.**
- **The B_4C powder must be uniformly dispersed locally, i.e. must not show any particle agglomeration. This precludes neutron streaming.**

- **The B_4C powder must be uniformly dispersed macroscopically, i.e. must have a consistent concentration throughout the entire neutron absorber panel.**

- **The maximum B_4C content in METAMIC® shall be less than or equal to 33.0 weight percent.**

To ensure that the above requirements are met the following tests shall be performed:

- **All lots of boron carbide powder are analyzed to meet particle size distribution requirements.**

- **The following qualification testing shall be performed on the first production run of METAMIC® panels for the MPCs in order to validate the acceptability and consistency of the manufacturing process and verify the acceptability of the METAMIC® panels for neutron absorbing capabilities:**

  1) **The boron carbide powder weight percent shall be verified by testing a sample from forty different mixed batches. (A mixed batch is defined as a single mixture of aluminum powder and boron carbide powder used to make one or more billets. Each billet will produce several panels.) The samples shall be drawn from the mixing containers after mixing operations have been completed. Testing shall be performed using the wet chemistry method.**

  2) **The ^{10}B areal density shall be verified by testing a sample from one panel from each of forty different mixed batches. The samples shall be drawn from areas contiguous to the manufactured panels of METAMIC® and shall be tested using the wet chemistry method. Alternatively, or in addition to the wet chemistry tests, neutron attenuation tests on the samples may be performed to quantify the actual ^{10}B areal density.**

  3) **To verify the local uniformity of the boron particle dispersal, neutron attenuation measurements of random test coupons shall be performed. These test coupons may come from the production run or from pre-production trial runs.**

  4) **To verify the macroscopic uniformity of the boron particle distribution, test samples shall be taken from the sides of one panel from five different mixed batches before the panels are cut to their final sizes. The sample locations shall be chosen to be representative of the final product. Wet chemistry or neutron attenuation shall be performed on each of the samples.**

- **During production runs, testing of mixed batches shall be performed on a statistical basis to verify the correct boron carbide weight percent is being mixed.**

- **During production runs, samples from random METAMIC® panels taken from areas contiguous to the manufactured panels shall be tested via wet chemistry and/or neutron attenuation testing to verify the ^{10}B areal density. This test shall be performed to verify the continued acceptability of the manufacturing process.**

The measurements of B_4C particle size, ^{10}B isotopic assay, uniformity of B_4C distribution and ^{10}B areal density shall be made using written and approved procedures. Results shall be documented.

9.1.5.3.3 Installation of the Neutron Absorber Panels

Installation of neutron absorber panels into the fuel basket shall be performed in accordance with written and approved instructions. Travelers and quality control procedures shall be in place to assure each required cell wall of the MPC basket contains a neutron absorber panel in accordance with drawings in Chapter 1. These quality control processes, in conjunction with in-process manufacturing testing, provide the necessary assurances that the neutron absorber will perform its intended function. No additional testing or in-service monitoring of the neutron absorber material will be required.

9.1.6 Thermal Acceptance Tests

The thermal performance of the HI-STORM 100 System, including the MPCs and HI-TRAC transfer casks, is demonstrated through analysis in Chapter 4 of the FSAR. Dimensional inspections to verify the item has been fabricated to the dimensions provided in the drawings shall be performed prior to system loading. Following the loading and placement on the storage pad of the first HI-STORM System placed in service, the operability of the natural convective cooling of the HI-STORM 100 System shall be verified by the performance of an air temperature rise test. A description of the test is described in FSAR Chapter 8.

In addition, the technical specifications require periodic surveillance of the overpack air inlet and outlet vents or, optionally, implementation of an overpack air temperature monitoring program to provide continued assurance of the operability of the HI-STORM 100 heat removal system.

9.1.7 Cask Identification

Each MPC, HI-STORM overpack, and HI-TRAC transfer cask shall be marked with a model number, identification number (to provide traceability back to documentation), and the empty weight of the item in accordance with the marking requirements specified in 10 CFR 72.236(k).

Table 9.1.1 MPC INSPECTION AND TEST ACCEPTANCE CRITERIA			
Function	**Fabrication**	**Pre-operation**	**Maintenance and Operations**
Visual Inspection and Nondestructive Examination (NDE)	a) Examination of MPC components per ASME Code Section III, Subsections NB and NG, as defined on design drawings, per NB-5300 and NG-5300, as applicable. b) A dimensional inspection of the internal basket assembly and canister shall be performed to verify compliance with design requirements. c) A dimensional inspection of the MPC lid and MPC closure ring shall be performed prior to inserting into the canister shell to verify compliance with design requirements. d) NDE of weldments are defined on the design drawings using standard American Welding Society NDE symbols and/or notations. e) Cleanliness of the MPC shall be verified upon completion of fabrication. f) The packaging of the MPC at the completion of fabrication shall be verified prior to shipment.	a) The MPC shall be visually inspected prior to placement in service at the licensee's facility. b) MPC protection at the licensee's facility shall be verified. c) MPC cleanliness and exclusion of foreign material shall be verified prior to placing in the spent fuel pool.	a) None.

Table 9.1.1 (continued) MPC INSPECTION AND TEST ACCEPTANCE CRITERIA			
Function	**Fabrication**	**Pre-operation**	**Maintenance and Operations**
Structural	a) Assembly and welding of MPC components shall be performed per ASME Code Section IX and III, Subsections NB and NG, as applicable. b) Materials analysis (steel, neutron absorber, etc.), shall be performed and records shall be kept in a manner commensurate with "important to safety" classifications.	a) None.	a) An ultrasonic (UT) examination or multi-layer liquid penetrant (PT) examination of the MPC lid-to-shell weld shall be performed per ASME Section V, Article 5 (or ASME Section V, Article 2). Acceptance criteria for the examination are defined in Subsection 9.1.1.1 and in the Design Drawings. b) ASME Code NB-6000 pressure test shall be performed after MPC closure welding. Acceptance criteria are defined in the Code.
Leak Tests	a) Helium leak rate testing shall be performed on all MPC pressure boundary shop welds.	a) None.	a) *Helium leak rate testing shall be performed on vent and drain port cover plates-to-MPC lid field welds. See Technical Specification Bases in Chapter 12 for guidance on acceptance criteria.*~~None.~~

Table 9.1.1 (continued) MPC INSPECTION AND TEST ACCEPTANCE CRITERIA			
Function	**Fabrication**	**Pre-operation**	**Maintenance and Operations**
Criticality Safety	a) The boron content shall be verified at the time of neutron absorber material manufacture. b) The installation of neutron absorber panels into MPC basket plates shall be verified by inspection.	a) None.	a) None.
Shielding Integrity	a) Material compliance shall be verified through CMTRs. b) Dimensional verification of MPC lid thickness shall be performed.	a) None.	a) None.
Thermal Acceptance	a) None.	a) None.	a) None.
Fit-Up Tests	a) Fit-up of the following components is to be tested during fabrication. - MPC lid - vent/drain port cover plates - MPC closure ring b) A gauge test of all basket fuel compartments.	a) Fit-up of the following components shall be verified during pre-operation. - MPC lid - MPC closure ring - vent/drain cover plates	a) None.
Canister Identification Inspections	a) Verification of identification marking applied at completion of fabrication.	a) Identification marking shall be checked for legibility during pre-operation.	a) None.

Table 9.1.2 HI-STORM STORAGE OVERPACK INSPECTION AND TEST ACCEPTANCE CRITERIA			
Function	**Fabrication**	**Pre-operation**	**Maintenance and Operations**
Visual Inspection and Nondestructive Examination (NDE)	Structural Steel Components: a) All ASME and AWS welds shall be visually examined per ASME Section V, Article 9 with acceptance criteria per ASME Section III, Subsection NF, NF-5360. b) All welds requiring PT examination as shown on the Design Drawings shall be PT examined per ASME Section V, Article 6 with acceptance criteria per ASME Section III, Subsection NF, NF-5350. c) All welds requiring MT examination as shown on the drawings shall be MT examined per ASME Section V, Article 7 with acceptance criteria per ASME Section III, Subsection NF, NF-5340. d) NDE of weldments shall be defined on design drawings using standard AWS NDE symbols and/or notations. Concrete Components: The following processes related to concrete components shall be implemented per ACI 349 as clarified in FSAR Appendix 1.D. Concrete testing shall be in accordance with Table 1.D.2. Activities shall be conducted in accordance with written and approved procedures. a) Assembly and examination. b) Materials verification. c) Mixing, pouring, and testing.	a) The overpack shall be visually inspected prior to placement in service. b) Fit-up with mating components (e.g., lid) shall be performed directly whenever practical or using templates or other means. c) Overpack protection at the licensee's facility shall be verified. d) Exclusion of foreign material shall be verified prior to placing the overpack in service at the licensee's facility.	a) Indications identified during visual inspection shall be corrected, reconciled, or otherwise dispositioned. b) Exposed surfaces shall be monitored for coating deterioration and repair/recoat as necessary.

Table 9.1.2 (continued) HI-STORM STORAGE OVERPACK INSPECTION AND TEST ACCEPTANCE CRITERIA			
Function	**Fabrication**	**Pre-operation**	**Maintenance and Operations**
Visual Inspection and Nondestructive Examination (NDE) (continued)	General: a) Cleanliness of the overpack shall be verified upon completion of fabrication. b) Packaging of the overpack at the completion of shop fabrication shall be verified prior to shipment.		
Structural	a) No structural or pressure tests are required for the overpack during fabrication. b) Concrete compressive strength tests shall be performed per ASTM C39.	a) No structural or pressure tests are required for the overpack during pre-operation.	a) No structural or pressure tests are required for the overpack during operation.
Leak Tests	a) None.	a) None.	a) None.
Criticality Safety	a) No neutron absorber tests of the overpack are required for criticality safety during fabrication.	a) None.	a) None.
Shielding Integrity	a) Concrete density shall be verified per ACI-349 as clarified by FSAR Appendix 1.D, at time of placement. b) Shell thicknesses and dimensions between inner and outer shells shall be verified as conforming to design drawings prior to concrete placement. c) Verification of material composition shall be performed.	a) None	a) A shielding effectiveness test shall be performed after the initial fuel loading. Repeat shielding effectiveness test every five years as part of the Maintenance Program described in FSAR Section 9.2.

Table 9.1.2 (continued) HI-STORM STORAGE OVERPACK INSPECTION AND TEST ACCEPTANCE CRITERIA			
Function	**Fabrication**	**Pre-operation**	**Maintenance and Operations**
Thermal Acceptance	a) Inner shell I.D. and vent size, configuration and placement shall be verified.	a) No pre-operational testing related to the thermal characteristics of the overpack is required.	a) Air temperature rise test(s) shall be performed after initial loading of the first HI-STORM 100 System in accordance with the operating procedures in Chapter 8. b) Periodic surveillance shall be performed by either (1) or (2) below, at the licensee's discretion. (1) Inspection of overpack inlet and outlet air vent openings for debris and other obstructions. (2) Temperature monitoring.
Cask Identification	a) Verification that the overpack identification is present in accordance with the drawings shall be performed upon completion of assembly.	a) The overpack identification shall be checked prior to loading.	a) The overpack identification shall be periodically inspected per licensee procedures and repaired or replaced if damaged.
Fit-up Tests	a) Lid fit-up with the overpack shall be verified following fabrication.	a) None.	a) None.

Table 9.1.3 HI-TRAC TRANSFER CASK INSPECTION AND TEST ACCEPTANCE CRITERIA			
Function	**Fabrication**	**Pre-operation**	**Maintenance and Operations**
Visual Inspection and Nondestructive Examination (NDE)	a) All ASME and AWS welds shall be visually examined per ASME Section V, Article 9 with acceptance criteria per ASME Section III, Subsection NF, NF-5360. b) All welds requiring PT examination as shown on the Design Drawings shall be PT examined per ASME Section V, Article 6 with acceptance criteria per ASME Section III, Subsection NF, NF-5350. c) All welds requiring MT examination as shown on the Design Drawings shall be MT examined per ASME Section V, Article 7 with acceptance criteria per ASME Section III, Subsection NF, NF-5340. d) NDE of weldments shall be defined on design drawings using standard AWS NDE symbols and/or notations e) Cleanliness of the transfer cask shall be verified upon completion of fabrication. f) Packaging of the transfer cask at the completion of fabrication shall be verified prior to shipment.	a) The transfer cask shall be visually inspected prior to placement in service. b) Transfer cask protection at the licensee's facility shall be verified. c) Transfer cask cleanliness and exclusion of foreign material shall be verified prior to use.	a) Annual visual inspections of the transfer cask shall be performed to assure continued compliance with drawing requirements. (See footnote for Table 9.2.1).

Table 9.1.3 (continued) HI-TRAC TRANSFER CASK INSPECTION AND TEST ACCEPTANCE CRITERIA			
Function	**Fabrication**	**Pre-operation**	**Maintenance and Operations**
Structural	a) Verification of structural materials shall be performed through receipt inspection and review of certified material test reports (CMTRs) obtained in accordance with the item's quality category. a) A load test of the lifting trunnions shall be performed during fabrication per ANSI N14.6. b) A pressure test of the neutron shield water jacket shall be performed during fabrication.	a) None.	a) Annual load testing of the lifting trunnions shall be performed per ANSI N14.6. (See footnote to Table 9.2.1). b) The set pressure of the relief valve on the neutron shield water jacket shall be verified by calibration annually. (See footnote to Table 9.2.1)
Leak Tests	a) None.	a) None.	a) None.
Criticality Safety	a) None.	a) None.	a) None.

Table 9.1.3 (continued) TRANSFER CASK INSPECTION AND TEST ACCEPTANCE CRITERIA			
Function	**Fabrication**	**Pre-operation**	**Maintenance and Operations**
Thermal Acceptance	a) The thermal properties of the transfer cask are established by calculation and inspection, and are not tested during fabrication.	a) None.	a) None
Cask Identification	a) Verification that the transfer cask identification is present in accordance with the drawings shall be performed upon completion of assembly.	a) The transfer cask identification shall be checked prior to loading.	a) The transfer cask identification shall be periodically inspected per licensee procedures and repaired or replaced if damaged.
Fit-up Tests	a) Fit-up tests of the transfer cask components (top, in-pool, and transfer lids) shall be performed during fabrication.	a) Fit-up test of the transfer cask lifting trunnions with the transfer cask lifting yoke shall be performed. b) Fit-up test of the transfer cask pocket trunnions with the horizontal transfer skid shall be performed.	a) Fit-up of the top, in-pool, and transfer lids shall be verified prior to use.

Table 9.1.4
HI-STORM 100 NDE REQUIREMENTS

MPC			
Weld Location	**NDE Requirement**	**Applicable Code**	**Acceptance Criteria (Applicable Code)**
Shell longitudinal seam	RT PT (surface)	ASME Section V, Article 2 (RT) ASME Section V, Article 6 (PT)	RT: ASME Section III, Subsection NB, Article NB-5320 PT: ASME Section III, Subsection NB, Article NB-5350
Shell circumferential seam	RT PT (surface)	ASME Section V, Article 2 (RT) ASME Section V, Article 6 (PT)	RT: ASME Section III, Subsection NB, Article NB-5320 PT: ASME Section III, Subsection NB, Article NB-5350
Baseplate-to-shell	RT or UT PT (surface)	ASME Section V, Article 2 (RT) ASME Section V, Article 5 (UT) ASME Section V, Article 6 (PT)	RT: ASME Section III, Subsection NB, Article NB-5320 UT: ASME Section III, Subsection NB, Article NB-5330 PT: ASME Section III, Subsection NB, Article NB-5350

Table 9.1.4 (continued)
HI-STORM 100 NDE REQUIREMENTS

MPC			
Weld Location	**NDE Requirement**	**Applicable Code**	**Acceptance Criteria (Applicable Code)**
Lid-to-shell	PT (root and final pass) and multi-layer PT (if UT is not performed). PT (surface following pressure test) UT (if multi-layer PT is not performed)	ASME Section V, Article 6 (PT) ASME Section V, Article 5 (UT)	PT: ASME Section III, Subsection NB, Article NB-5350 UT: ASME Section III, Subsection NB, Article NB-5332
Closure ring-to-shell	PT (final pass)	ASME Section V, Article 6 (PT)	PT: ASME Section III, Subsection NB, Article NB-5350
Closure ring-to-lid	PT (final pass)	ASME Section V, Article 6 (PT)	PT: ASME Section III, Subsection NB, Article NB-5350
Closure ring radial welds	PT (final pass)	ASME Section V, Article 6 (PT)	PT: ASME Section III, Subsection NB, Article NB-5350
Port cover plates-to-lid	PT (root and final pass)	ASME Section V, Article 6 (PT)	PT: ASME Section III, Subsection NB, Article NB-5350
Lift lug, lift lug baseplate, and fuel spacers	PT (surface)	ASME Section V, Article 6 (PT)	PT: ASME Section III, Subsection NG, Article NG-5350
Vent and drain port cover plate plug welds	PT (surface)	ASME Section V, Article 6 (PT)	PT: ASME Section III, Subsection NG, Article NG-5350

Table 9.1.4 (continued) HI-STORM 100 NDE REQUIREMENTS			
HI-STORM OVERPACK			
Weld Location	**NDE Requirement**	**Applicable Code**	**Acceptance Criteria (Applicable Code)**
N/A	N/A	N/A	N/A
HI-TRAC TRANSFER CASK			
Weld Location	**NDE Requirement**	**Applicable Code**	**Acceptance Criteria (Applicable Code)**
HI-TRAC Body: Radial ribs and short ribs to outer shell	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
HI-TRAC Body: Water jacket end plate-to-radial channel or enclosure shell panel	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
Pool Lid: Pool lid top plate-to-pool lid outer ring [HI-TRAC 125 and 125D only]	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
Pool Lid: Pool lid bottom plate-to-pool lid outer ring [HI-TRAC 125 and 125D only]	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340

Table 9.1.4 (continued) HI-STORM 100 NDE REQUIREMENTS			
HI-TRAC TRANSFER CASK			
Weld Location	**NDE Requirement**	**Applicable Code**	**Acceptance Criteria (Applicable Code)**
HI-TRAC Body: Water jacket end plate-to-outer shell	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
HI-TRAC Body: Outer shell-to-outer shell longitudinal and circumferential welds	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
HI-TRAC Body: Radial ribs and short ribs –to-enclosure shell panel	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
HI-TRAC Body: Jacket drain pipe and couplings	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
HI-TRAC Body: Outer shell-to-bottom flange	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340

Table 9.1.4 (continued) HI-STORM 100 NDE REQUIREMENTS			
HI-TRAC TRANSFER CASK			
Weld Location	**NDE Requirement**	**Applicable Code**	**Acceptance Criteria (Applicable Code)**
HI-TRAC Body: Outer shell-to-top flange	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
HI-TRAC Body: Lifting trunnion block-to-top flange	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
HI-TRAC Body: Lifting trunnion block-to-outer and inner shells	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
HI-TRAC Body: Pocket trunnion-to-outer shell (HI-TRAC 125 and 100 only)	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
HI-TRAC Body: Top lid welds except as noted on applicable drawings	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
HI-TRAC Body: Pocket trunnion-to-enclosure shell panel and radial rib (HI-TRAC 125 and 100 only)	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340

Table 9.1.4 (continued) HI-STORM 100 NDE REQUIREMENTS			
HI-TRAC TRANSFER CASK			
Weld Location	**NDE Requirement**	**Applicable Code**	**Acceptance Criteria (Applicable Code)**
HI-TRAC Body: Lower water jacket welds	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
HI-TRAC Body: Gusset-to-baseplate, outer shell and water jacket bottom plate (HI-TRAC 125D only)	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
Transfer Lid: Lid intermediate plate and lead cover plate-to-lid top plate & lid bottom plate	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
Transfer Lid: Door top plate-to-door wheel housing	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
Transfer Lid: Door side plate-to-door wheel housing	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
Transfer Lid: Door side plate-to-door end plate	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340
Transfer Lid: Lead cover plate-to-lead cover side plate	PT (surface) or MT	ASME Section V, Article 6 (PT) ASME Section V, Article 7 (MT)	PT: ASME Section III, Subsection NF, Article NF-5350 MT: ASME Section III, Subsection NF, Article NF-5340

9.2 MAINTENANCE PROGRAM

An ongoing maintenance program shall be defined and incorporated into the HI-STORM 100 System Operations Manual, which shall be prepared and issued prior to the delivery and first use of the system to each user. This document shall delineate the detailed inspections, testing, and parts replacement necessary to ensure continued structural, thermal, and confinement performance; radiological safety, and proper handling of the system in accordance with 10CFR72 regulations, the conditions in the Certificate of Compliance, and the design requirements and criteria contained in this FSAR.

The HI-STORM 100 System is totally passive by design. There are no active components or monitoring systems required to assure the performance of its safety functions. As a result, only minimal maintenance will be required over its lifetime, and this maintenance would primarily result from weathering effects in storage. Typical of such maintenance would be the reapplication of corrosion inhibiting materials on accessible external surfaces. Visual inspection of the vent screens is required to ensure the air inlets and outlets are free from obstruction (or alternatively, temperature monitoring may be utilized). Such maintenance requires methods and procedures no more demanding than those currently in use at power plants.

Maintenance activities shall be performed under the licensee's NRC-approved quality assurance program. Maintenance activities shall be administratively controlled and the results documented. The maintenance program schedule for the HI-STORM 100 System is provided in Table 9.2.1.

9.2.1 Structural and Pressure Parts

Prior to each fuel loading, a visual examination in accordance with a written procedure shall be required of the HI-TRAC lifting trunnions and pocket trunnion recesses. The examination shall inspect for indications of overstress such as cracking, deformation, or wear marks. Repairs or replacement in accordance with written and approved procedures shall be required if unacceptable conditions are identified.

A load test on the transfer cask trunnions shall be performed annually or prior to the next HI-TRAC use if the period the HI-TRAC is out of use exceeds one year. The requirements are specified in Section 9.1.2.1.

As described in FSAR Chapters 7 and 11, there are no credible normal, off-normal, or accident events which can cause the structural failure of the MPC. Therefore, periodic structural or pressure tests on the MPCs following the initial acceptance tests are not required as part of the storage maintenance program.

9.2.2 Leakage Tests

There are no seals or gaskets used on the fully-welded MPC confinement system. As described in Chapters 7 and 11, there are no credible normal, off-normal, or accident events which can cause the

failure of the MPC confinement boundary welds. Therefore, leakage tests are not required as part of the storage maintenance program.

9.2.3 Subsystem Maintenance

The HI-STORM 100 System does not include any subsystems, which provide auxiliary cooling. Normal maintenance and calibration testing will be required on the vacuum drying, ~~and~~ helium backfill*, and leakage testing* systems. Rigging, remote welders, cranes, and lifting beams shall also be inspected prior to each loading campaign to ensure proper maintenance and continued performance is achieved. Auxiliary shielding provided during on-site transfer operations with the HI-STORM 100 require no maintenance. If the cask user chooses to use an air temperature monitoring system in lieu of visual inspection of the air inlet and outlet vents, the thermocouples and associated temperature monitoring instrumentation shall be maintained and calibrated in accordance with the user's QA program commensurate with the equipment's safety classification and designated QA category. See also FSAR Section 9.2.6.

9.2.4 Pressure Relief Valves

The pressure relief valves used on the water jackets for the HI-TRAC transfer cask shall be calibrated on an annual basis (or prior to the next HI-TRAC use if the period the HI-TRAC is out of use exceeds one year) to ensure pressure relief settings are 60 +2/-0 psig and 65 +2/-0 psig, or replaced with factory-set relief valves.

9.2.5 Shielding

The gamma and neutron shielding materials in the HI-STORM overpack, HI-TRAC, and MPC degrade negligibly over time or as a result of usage. To ensure continuing compliance of the HI-STORM 100 System to the design basis dose rate values, a shielding effectiveness test shall be performed every five years after placement into service.

Radiation monitoring of the ISFSI by the licensee in accordance with 10CFR72.106(b) provides ongoing evidence and confirmation of shielding integrity and performance. If increased radiation doses are indicated by the facility monitoring program, additional surveys of overpacks shall be performed to determine the cause of the increased dose rates.

The water level in the HI-TRAC water jacket shall be verified during each loading campaign in accordance with the licensee's approved operations procedures.

The neutron absorber panels installed in the MPC baskets are not expected to degrade under normal long-term storage conditions. The use of Boral in similar nuclear applications is discussed in Chapter 1, and the long-term performance in a dry, inert gas atmosphere is evaluated in Chapter 3. A similar discussion is provided for METAMIC® neutron absorber material. Therefore, no periodic verification testing of neutron poison material is required on the HI-STORM 100 System.

9.2.6 Thermal

In order to assure that the HI-STORM 100 System continues to provide effective thermal performance during storage operations, surveillance of the air vents (or alternatively, by temperature monitoring) shall be performed in accordance with written procedures.

For those licensees choosing to implement temperature monitoring as the means to verify overpack heat transfer system operability, a maintenance and calibration program shall be established in accordance with the plant-specific Quality Assurance Program, the equipment's quality category, and manufacturer's recommendations.

Table 9.2.1

HI-STORM SYSTEM MAINTENANCE PROGRAM SCHEDULE

Task	Frequency
Overpack cavity visual inspection	Prior to fuel loading
Overpack bolt visual inspection	Prior to installation during each use
Overpack external surface (accessible) visual examination	Annually, during storage operation
Overpack vent screen visual inspection for damage, holes, etc.	Monthly
HI-STORM 100 Shielding Effectiveness Test	In accordance with Technical Specifications after initial fuel loading, and every five years thereafter under the Maintenance Program
HI-TRAC cavity visual inspection	Prior to each handling campaign
HI-TRAC lifting trunnion and pocket trunnion recess visual inspection	Prior to each handling campaign
Load Testing of HI-TRAC Lifting Trunnions	Annually†
HI-TRAC pressure relief valve calibration	Annually†
HI-TRAC internal and external visual inspection for compliance to design drawings	Annually†
HI-TRAC water jacket water level visual examination	During each handling campaign in accordance with licensee approved operations procedures
HI-TRAC and Overpack visual inspection of identification markings	Annually
Overpack Air Temperature Monitoring System	Per licensee's QA program and manufacturer's recommendations

† Or prior to next HI-TRAC use if the period the HI-TRAC is out of use exceeds one year.

10.3 ESTIMATED ON-SITE COLLECTIVE DOSE ASSESSMENT

This section provides the estimates of the cumulative exposure to personnel performing loading, unloading and transfer operations using the HI-STORM system. This section uses the shielding analysis provided in Chapter 5 and the operations procedures provided in Chapter 8 to develop a dose assessment. The dose assessment is provided in Tables 10.3.1, 10.3.2, and 10.3.3.

The dose rates from the HI-STORM 100 overpack, MPC lid, HI-TRAC transfer cask, and HI-STAR 100 overpack are calculated to determine the dose to personnel during the various loading and unloading operations. The dose rates are also calculated for the various conditions of the cask that may affect the dose rates to the operators (e.g., MPC water level, HI-TRAC annulus water level, neutron shield water level, presence of temporary shielding). The dose rates around the 100-Ton HI-TRAC transfer cask are based on 24 PWR fuel assemblies with a burnup of ~~46~~*60*,000 MWD/MTU and cooling of 3 years including BPRAs. The dose rates around the 125-Ton HI-TRAC transfer cask are based on 24 PWR fuel assemblies with a burnup of 75,000 MWD/MTU and cooling of 5 years including BPRAs. The dose rates around the HI-STORM 100 overpack are based on 24 PWR fuel assemblies with a burnup of ~~47,500~~*60,000* MWD/MTU and cooling of 3 years. The selection of these fuel assembly types in all fuel cell locations bound all possible PWR and BWR loading scenarios for the HI-STORM System from a dose-rate perspective. The HI-STORM dose rates used in this chapter were calculated for the HI-STORM 100*S Version B*~~ and 100S~~. ~~This is acceptable because the very conservative burnup and cooling time combination used for the calculations results in dose rates which are representative of the 100S Version B at allowable burnup and cooling time combinations.~~ No assessment is made with respect to background radiation since background radiation can vary significantly by site. In addition, exposures are based on work being performed with the temporary shielding described in Table 10.1.2.

The choice of burnup and cooling times used in this chapter is extremely conservative. The bounding burnup and cooling time that resulted in the highest dose rates around the 100-ton*,* ~~and~~ 125-ton HI-TRACs*, and HI-STORM 100S Version B* were used.~~ in conjunction with the very conservative burnup and cooling time for the HI-STORM 100 overpack (as discussed in Section 5.1).~~ In addition, including the source term from BPRAs increases the level of conservatism. The maximum dose rate due to BPRAs was used in this analysis. As stated in Chapter 5, using the maximum source for the BPRAs in conjunction with the bounding burnup and cooling time for fuel assemblies is very conservative as it is not expected that burnup and cooling times of the BPRAs and fuel assemblies would be such that they are both at the maximum design basis values. This combined with the already conservative dose rates for the HI-TRACs and HI-STORMs results in an upper bound estimate of the occupational exposure. Users' radiation protection programs will assure appropriate temporary shielding is used based on actual fuel to be loaded and resulting dose rates in the field.

For each step in Tables 10.3.1 through 10.3.3, the operator work location is identified. These correspond to the locations identified in Figure 10.3.1. The relative locations refer to all HI-

STORM Overpacks. The dose rate location points around the transfer cask and overpack were selected to model actual worker locations and cask conditions during the operation. Cask operators typically work at an arms-reach distance from the cask. To account for this, an 18-inch distance was used to estimate the dose rate for the worker. This assessment addresses only the operators that perform work on or immediately adjacent to the cask.

Justification for the duration of operations along with the corresponding procedure Sections from Chapter 8 are also provided in the tables. The assumptions used in developing time durations are based on mockups of the MPC, review of design drawings, walk-downs using other equipment to represent the HI-TRAC transfer cask and HI-STORM 100 overpack the HI-STAR 100 overpack and MPC-68 prototype, consultation with UST&D (weld examination) and consultation with cask operations personnel from Calvert Cliffs Nuclear Power Plant (for items such as lid installation and decontamination). In addition, for the shielding calculations, only the Temporary Shield Ring was assumed to be in place for applicable portions of the operations.

Tables 10.3.1a, 10.3.1b, and 10.3.1c provide a summary of the dose assessment for a HI-STORM 100 System loading operation using the 125-ton HI-TRAC, the 100-ton HI-TRAC, and the 125-ton HI-TRAC 125D respectively. Tables 10.3.2a, 2b, and 2c provide a summary of the dose assessment for HI-STORM 100 System unloading operations using the 125-ton HI-TRAC, the 100-ton HI-TRAC, and 125-ton HI-TRAC 125D respectively. Tables 10.3.3a, 3b, and 3c provide a summary of the dose assessment for transferring the MPC to a HI-STAR 100 overpack as described in Section 8.5 of the operating procedures using the 125-ton HI-TRAC, ~~and~~ the 100-ton HI-TRAC*, and 125-ton HI-TRAC 125D* ~~transfer cask~~, respectively.

10.3.1 Estimated Exposures for Loading and Unloading Operations

The assumptions used to estimate personnel exposures are conservative by design. The main factors attributed to actual personnel exposures are the age and burnup of the spent fuel assemblies and good ALARA practices. To estimate the dose received by a single worker, it should be understood that a canister-based system requires a diverse range of disciplines to perform all the necessary functions. The high visibility and often critical path nature of fuel movement activities have prompted utilities to load canister systems in a round-the-clock mode in most cases. This results in the exposure being spread out over several shifts of operators and technicians with no single shift receiving a majority of the exposure.

The total person-rem exposure from operation of the HI-STORM 100 System is proportional to the number of systems loaded. A typical utility will load approximately four MPCs per reactor cycle to maintain the current available spent fuel pool capacity. Utilities requiring dry storage of spent fuel assemblies typically have a large inventory of spent fuel assemblies that date back to the reactor's first cycle. The older fuel assemblies will have a significantly lower dose rate than the design basis fuel assemblies due to the extended cooling time (i.e., much greater than the values used to compute the dose rates). Users shall assess the cask loading for their particular fuel types (burnup, cooling time) to satisfy the requirements of 10CFR20 [10.1.1].

For licensees using the 100-Ton HI-TRAC transfer cask, design basis dose rates will be higher (than a corresponding 125-Ton HI-TRAC) due to the decreased mass of shielding. Due to the higher expected dose rates from the 100-Ton HI-TRAC, users may need to use the auxiliary shielding (See Table 10.1.2), and should consider preferential loading, and increased precautions (e.g., additional temporary or auxiliary shielding, remotely operated equipment, additional contamination prevention measures). Actual use of optional dose reduction measures must be decided by each user based on the fuel to be loaded.

10.3.2 Estimated Exposures for Surveillance and Maintenance

Table 10.3.4 provides an estimate of the occupational exposure required for security surveillance and maintenance of an ISFSI. Security surveillance time is based on a daily security patrol around the perimeter of the ISFSI security fence. Users may opt to utilize electronic temperature monitoring of the HI-STORM modules or remote viewing methods instead of performing direct visual observation of the modules. Since security surveillances can be performed from outside the ISFSI, and since the ISFSI fence is typically positioned such that the area outside the fence is not a radiation area, a dose rate of 3 mrem/hour is estimated. Although the HI-STORM 100 System requires only minimal maintenance during storage (e.g. touch-up paint), maintenance will be required around the ISFSI for items such as security equipment maintenance, grass cutting, snow removal, vent system surveillance, drainage system maintenance, and lighting, telephone, and intercom repair. Since most of the maintenance is expected to occur outside the actual cask array, a dose rate of 10 mrem/hour is estimated

Table 10.3.1a
HI-STORM 100 SYSTEM LOADING OPERATIONS USING THE 125-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
Section 8.1.4							
LOAD PRE-SELECTED FUEL ASSEMBLIES INTO MPC	1020	1	2	1	17.0	34.0	15 MINUTES PER ASSEMBLY/68 ASSY
PERFORM POST-LOADING VISUAL VERIFICATION OF ASSEMBLY IDENTIFICATION	68	1	2	1	1.1	2.3	1 MINUTES PER ASSY/68 ASSY
Section 8.1.5							
INSTALL MPC LID AND ATTACH LIFT YOKE	45	2	2	2.0	1.5	3.0	CONSULTATION WITH CALVERT CLIFFS
RAISE HI-TRAC TO SURFACE OF SPENT FUEL POOL	20	2	2	2.0	0.7	1.3	40 FEET @ 2 FT/MINUTE (CRANE SPEED)
SURVEY MPC LID FOR HOT PARTICLES	3	3A	1	31.1	1.6	1.6	TELESCOPING DETECTOR USED
VERIFY MPC LID IS SEATED	0.5	3A	1	31.1	0.3	0.3	VISUAL VERIFICATION FROM 3 METERS
INSTALL LID RETENTION SYSTEM BOLTS	6	3B	2	46.4	4.6	9.3	24 BOLTS @ 2/PERSON-MINUTE
REMOVE HI-TRAC FROM SPENT FUEL POOL	8.5	3C	1	117.8	16.7	16.7	17 FEET @ 2 FT/MIN (CRANE SPEED)
DECONTAMINATE HI-TRAC BOTTOM	10	3D	1	142.0	23.7	23.7	LONG HANDLED TOOLS, PRELIMINARY DECON
TAKE SMEARS OF HI-TRAC EXTERIOR SURFACES	5	5B	1	185.3	15.4	15.4	50 SMEARS @ 10 SMEARS/MINUTE
DISCONNECT ANNULUS OVERPRESSURE SYSTEM	0.5	5C	1	82.7	0.7	0.7	QUICK DISCONNECT COUPLING
SET HI-TRAC IN CASK PREPARATION AREA	10	4A	1	46.4	7.7	7.7	100 FT @ 10 FT/MIN (CRANE SPEED)
REMOVE NEUTRON SHIELD JACKET FILL PLUG	2	4A	1	46.4	1.5	1.5	SINGLE PLUG, NO SPECIAL TOOLS
INSTALL NEUTRON SHIELD JACKET FILL PLUG	2	5B	1	185.3	6.2	6.2	SINGLE PLUG, NO SPECIAL TOOLS
DISCONNECT LID RETENTION SYSTEM	6	5A	2	37.3	3.7	7.5	24 BOLTS @ 2 BOLT/PERSON MINUTES
MEASURE DOSE RATES AT MPC LID	3	5A	1	37.3	1.9	1.9	TELESCOPING DETECTOR USED

† See notes at bottom of Table 10.3.4.

Table 10.3.1a
HI-STORM 100 SYSTEM LOADING OPERATIONS USING THE 125-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
DECONTAMINATE AND SURVEY HI-TRAC	103	5B	1	185.3	318.1	318.1	490 SQ-FT@5 SQ-FT/PRERSON-MINUTE+50 SMEARS@10 SMEARS/MINUTE
INSTALL TEMPORARY SHIELD	16	6A	2	18.7	5.0	10.0	8 SEGMENTS @ 1 SEGMENT/PERSON MIN
FILL TEMPORARY SHIELD RING	25	6A	1	18.7	7.8	7.8	230 GAL @10GPM, LONG HANDLED SPRAY WAND
ATTACH DRAIN LINE TO HI-TRAC DRAIN PORT	0.5	5C	1	82.7	0.7	0.7	QUICK DISCONNECT COUPLING
INSTALL RVOAs	2	6A	1	18.7	0.6	0.6	SINGLE THREADED CONNECTION X 2 RVOAs
ATTACH WATER PUMP TO DRAIN PORT	2	6A	1	18.7	0.6	0.6	POSITION PUMP SELF PRIMING
DISCONNECT WATER PUMP	5	6A	1	18.7	1.6	1.6	DRAIN HOSES MOVE PUMP
DECONTAMINATE MPC LID TOP SURFACE AND SHELL AREA ABOVE INFLATABLE ANNULUS SEAL	6	6A	1	18.7	1.9	1.9	30 SQ-FT @5 SQ-FT/MINUTE+10 SMEARS@10 SMEARS/MINUTE
REMOVE INFLATABLE ANNULUS SEAL	3	6A	1	18.7	0.9	0.9	SEAL PULLS OUT DIRECTLY
SURVEY MPC LID TOP SURFACES AND ACCESSIBLE AREAS OF TOP THREE INCHES OF MPC SHELL	1	6A	1	18.7	0.3	0.3	10 SMEARS@10 SMEARS/MINUTE
INSTALL ANNULUS SHIELD	2	6A	1	18.7	0.6	0.6	SHIELD PLACED BY HAND
CENTER LID IN MPC SHELL	20	6A	3	18.7	6.2	18.7	CONSULTATION WITH CALVERT CLIFFS
INSTALL MPC LID SHIMS	12	6A	2	18.7	3.7	7.5	MEASURED DURING WELD MOCKUP TESTING
POSITION AWS BASEPLATE SHIELD ON MPC LID	20	7A	2	18.7	6.2	12.5	ALIGN AND REMOVE 4 SHACKLES
INSTALL AUTOMATED WELDING SYSTEM ROBOT	8	7A	2	18.7	2.5	5.0	ALIGN AND REMOVE 4 SHACKLES/4 QUICK CONNECTS@1/MIN
PERFORM NDE ON LID WELD	230	7A	1	18.7	71.7	71.7	MEASURED DURING WELD MOCKUP TESTING
ATTACH DRAIN LINE TO VENT PORT	1	7A	1	18.7	0.3	0.3	1" THREADED FITTING NO TOOLS
VISUALLY EXAMINE MPC LID-TO-SHELL WELD FOR LEAKAGE OF WATER	10	7A	1	18.7	3.1	3.1	10 MIN TEST DURATION
DISCONNECT WATER FILL LINE AND DRAIN LINE	2	7A	1	18.7	0.6	0.6	1" THREADED FITTING NO TOOLS X 2

Table 10.3.1a
HI-STORM 100 SYSTEM LOADING OPERATIONS USING THE 125-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
REPEAT LIQUID PENETRANT EXAMINATION ON MPC LID FINAL PASS	45	7A	1	18.7	14.0	14.0	5 MIN TO APPLY, 7 MIN TO WIPE, 5 APPLY DEV, INSP (24 IN/MIN)
ATTACH GAS SUPPLY TO VENT PORT	1	7A	1	18.7	0.3	0.3	1" THREADED FITTING NO TOOLS
ATTACH DRAIN LINE TO DRAIN PORT	1	7A	1	18.7	0.3	0.3	1" THREADED FITTING NO TOOLS
Deletted							
Deleted							SIMPLE ATTACHMENT NO TOOLS
ATTACH DRAIN LINE TO VENT PORT	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
ATTACH WATER FILL LINE TO DRAIN PORT	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
DISCONNECT WATER FILL DRAIN LINES FROM MPC	2	8A	1	37.9	1.3	1.3	1" THREADED FITTING NO TOOLS X 2
ATTACH HELIUM SUPPLY TO VENT PORT	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
ATTACH DRAIN LINE TO DRAIN PORT	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
DISCONNECT GAS SUPPLY LINE FROM MPC	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
DISCONNECT DRAIN LINE FROM MPC	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
ATTACHM MOISTURE REMOVAL SYSTEM TO VENT AND DRAIN PORT RVOAs	2	8A	1	37.9	1.3	1.3	1" THREADED FITTING NO TOOLS
DISCONNECT MOISTURE REMOVAL SYSTEM FROM MPC	2	8A	1	37.9	1.3	1.3	1" THREADED FITTING NO TOOLS X 2
CLOSE DRAIN PORT RVOA CAP AND REMOVE DRAIN PORT RVOA	1.5	8A	1	37.9	0.9	0.9	SINGLE THREADED CONNECTION (1 RVOA)
ATTACH HELIUM BACKFILL SYSTEM TO VENT PORT	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
DISCONNECT HBS FROM MPC	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
CLOSE VENT PORT RVOA AND DISCONNECT VENT PORT RVOA	1.5	8A	1	37.9	0.9	0.9	SINGLE THREADED CONNECTION (1 RVOA)
WIPE INSIDE AREA OF VENT AND DRAIN PORT RECESSES	2	8A	1	37.9	1.3	1.3	2 PORTS, 1 MIN/PORT
PLACE COVER PLATE OVER VENT PORT RECESS	1	8A	1	37.9	0.6	0.6	INSTALLED BY HAND NO TOOLS (2/MIN)
PERFORM NDE ON VENT AND DRAIN COVER PLATE WELD	100	8A	1	37.9	63.2	63.2	MEASURED DURING WELD MOCKUP TESTING

Table 10.3.1a
HI-STORM 100 SYSTEM LOADING OPERATIONS USING THE 125-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
INSTALL SET SCREWS	2	8A	1	37.9	1.3	1.3	4 SET SCREWS @2/MINUTE
PLUG WELD OVER SET SCREWS	8	8A	1	37.9	5.1	5.1	FOUR SINGLE SPOT WELDS @ 1 PER 2 MINTES
Deleted							
Deleted							
INSTALL AND ALIGN CLOSURE RING	5	8A	1	37.9	3.2	3.2	INSTALLED BY HAND NO TOOLS
PERFORM NDE ON CLOSURE RING WELDS	185	8A	1	37.9	116.9	116.9	MEASURED DURING WELD MOCKUP TESTING
RIG AWS TO CRANE	12	8A	1	37.9	7.6	7.6	10 MIN TO DISCONNECT LINES, 4 SHACKLES@2/MIN
Section 8.1.6							
REMOVE ANNULUS SHIELD	1	8A	1	37.9	0.6	0.6	SHIELD PLACED BY HAND
ATTACH DRAIN LINE TO HI-TRAC	1	9D	1	354.2	5.9	5.9	1" THREADED FITTING NO TOOLS
POSITION HI-TRAC TOP LID	10	9B	2	37.9	6.3	12.6	VERTICAL FLANGED CONNECTION
TORQUE TOP LID BOLTS	12	9B	1	37.9	7.6	7.6	24 BOLTS AT 2/MIN (INSTALL AND TORQUE,1 PASS)
INSTALL MPC LIFT CLEATS AND MPC SLINGS	25	9A	2	158.5	66.0	132.1	INSTALL CLEATS AND HYDRO TORQUE 4 BOLTS
REMOVE TEMPORARY SHIELD RING DRAIN PLUGS	1	9B	1	37.9	0.6	0.6	8 PLUGS @ 8/MIN
REMOVE TEMPORARY SHIELD RING SEGMENTS	4	9A	1	158.5	10.6	10.6	REMOVED BY HAND NO TOOLS (8 SEGS@2/MIN)
ATTACH MPC SLINGS TO LIFT YOKE	4	9A	2	158.5	10.6	21.1	INSTALLED BY HAND NO TOOLS
POSITION HI-TRAC ABOVE TRANSFER STEP	15	9C	1	117.8	29.5	29.5	100 FT @ 10 FT/MIN (CRANE SPEED)+ 5MIN TO ALIGN
REMOVE BOTTOM LID BOLTS	6	10A	1	354.2	35.4	35.4	36 BOLTS@6 BOLTS/MIN IMPACT TOOLS USED
INSTALL TRANSFER LID BOLTS	18	11B	1	354.2	106.3	106.3	36 BOLTS @ 2/MIN IMPACT TOOLS USED 1 PASS
DISCONNECT MPC SLINGS	4	9A	2	158.5	10.6	21.1	INSTALLED BY HAND NO TOOLS
Section 8.1.7							
POSITION HI-TRAC ON TRANSPORT DEVICE	20	11A	2	117.8	39.3	78.5	ALIGN TRUNNIONS, DISCONNECT LIFT YOKE
TRANSPORT HI-TRAC TO OUTSIDE TRANSFER LOCATION	90	12A	3	26.4	39.6	118.8	DRIVER AND 2 SPOTTERS
ATTACH OUTSIDE LIFTING DEVICE LIFT LINKS	2	12A	2	26.4	0.9	1.8	2 LINKS@1/MIN
MATE OVERPACKS	10	13B	2	118.5	19.8	39.5	ALIGNMENT GUIDES USED

Table 10.3.1a
HI-STORM 100 SYSTEM LOADING OPERATIONS USING THE 125-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
ATTACH MPC SLINGS TO MPC LIFT CLEATS	10	13A	2	158.5	26.4	52.8	2 SLINGS@5MIN/SLING NO TOOLS
REMOVE TRANSFER LID DOOR LOCKING PINS AND OPEN DOORS	4	13B	2	118.5	7.9	15.8	2 PINS@2MIN/PIN
INSTALL TRIM PLATES	4	13B	2	118.5	7.9	15.8	INSTALLED BY HAND
DISCONNECT SLINGS FROM MPC LIFTING DEVICE	10	13A	2	158.5	26.4	52.8	2 SLINGS@5MIN/SLING
REMOVE MPC LIFT CLEATS AND MPC SLINGS	10	14A	1	*487.4*	*81.2*	*81.2*	4 BOLTS,NO TORQUING
INSTALL HOLE PLUGS IN EMPTY MPC BOLT HOLES	2	14A	1	*487.4*	*16.2*	*16.2*	4 PLUGS AT 2/MIN NO TORQUING
REMOVE HI-STORM VENT DUCT SHIELD INSERTS	2	15A	1	*43.9*	*1.5*	*1.5*	4 SHACKLES@2/MIN
REMOVE ALIGNMENT DEVICE	4	15A	1	*43.9*	*2.9*	*2.9*	REMOVED BY HAND NO TOOLS (4 PCS@1/MIN)
INSTALL HI-STORM LID AND INSTALL LID STUDS/NUTS	25	16A	2	*11.7*	*4.9*	*9.8*	INSTALL LID AND HYDRO TORQUE 4 BOLTS
INSTALL HI-STORM EXIT VENT GAMMA SHIELD CROSS PLATES	4	16B	1	*205.5*	*13.7*	*13.7*	4 PCS @ 1/MIN INSTALL BY HAND NO TOOLS
INSTALL TEMPERATURE ELEMENTS	20	16B	1	*205.5*	*68.5*	*68.5*	4@5MIN/TEMPERATURE ELEMENT
INSTALL EXIT VENT SCREENS	20	16B	1	*205.5*	*68.5*	*68.5*	4 SCREENS@5MIN/SCREEN
REMOVE HI-STORM LID LIFTING DEVICE	2	16A	1	*11.7*	*0.4*	*0.4*	4 SHACKLES@2/MIN
INSTALL HOLE PLUGS IN EMPTY HOLES	2	16A	1	*11.7*	*0.4*	*0.4*	4 PLUGS AT 2/MIN NO TORQUING
PERFORM SHIELDING EFFECTIVENESS TESTING	16	16D	2	*122.7*	*32.7*	*65.4*	16 POINTS@1 MIN
SECURE HI-STORM TO TRANSPORT DEVICE	10	16A	2	*11.7*	*2.0*	*3.9*	ASSUMES AIR PAD
TRANSFER HI-STORM TO ITS DESIGNATED STORAGE LOCATION	40	16C	1	*69.7*	*46.5*	*46.5*	200 FEET @ 4FT/MIN
INSERT HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS@1/MIN
REMOVE AIR PAD	5	16D	2	*122.7*	*10.2*	*20.5*	1 PAD MOVED BY HAND
REMOVE HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS@1/MIN
INSTALL INLET VENT SCREENS/CROSS PLATES	20	16D	1	*122.7*	*40.9*	*40.9*	4 SCREENS@5MIN/SCREEN
PERFORM AIR TEMPERATURE RISE TEST	8	16B	1	*205.5*	*27.4*	*27.4*	8 MEASUREMENTS@1/MIN
TOTAL						***2063.1* PERSON-MREM**	

Table 10.3.1b
HI-STORM 100 SYSTEM LOADING OPERATIONS USING THE 100-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (~~46~~*60*,000 MWD/MTU, 3-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
Section 8.1.4							
LOAD PRE-SELECTED FUEL ASSEMBLIES INTO MPC	1020	1	2	3	51.0	102.0	15 MINUTES PER ASSEMBLY/68 ASSY
PERFORM POST-LOADING VISUAL VERIFICATION OF ASSEMBLY IDENTIFICATION	68	1	2	3	3.4	6.8	1 MINUTES PER ASSY/68 ASSY
Section 8.1.5							
INSTALL MPC LID AND ATTACH LIFT YOKE	45	2	2	3	2.3	4.5	CONSULTATION WITH CALVERT CLIFFS
RAISE HI-TRAC TO SURFACE OF SPENT FUEL POOL	20	2	2	3	1.0	2.0	40 FEET @ 2 FT/MINUTE (CRANE SPEED)
SURVEY MPC LID FOR HOT PARTICLES	3	3A	1	*37.6*	*1.9*	*1.9*	TELESCOPING DETECTOR USED
VERIFY MPC LID IS SEATED	0.5	3A	1	*37.6*	*0.3*	*0.3*	VISUAL VERIFICATION FROM 3 METERS
INSTALL LID RETENTION SYSTEM BOLTS	6	3B	2	*90.3*	*9.0*	*18.1*	24 BOLTS @ 2/PERSON-MINUTE
REMOVE HI-TRAC FROM SPENT FUEL POOL	8.5	3C	1	*837.0*	*118.6*	*118.6*	17 FEET @ 2 FT/MIN (CRANE SPEED)
DECONTAMINATE HI-TRAC BOTTOM	10	3D	1	*554.8*	*92.5*	*92.5*	LONG HANDLED TOOLS, PRELIMINARY DECON
TAKE SMEARS OF HI-TRAC EXTERIOR SURFACES	5	5B	1	*1091.9*	*91.0*	*91.0*	50 SMEARS @ 10 SMEARS/MINUTE
DISCONNECT ANNULUS OVERPRESSURE SYSTEM	0.5	5C	1	*282.1*	*2.4*	*2.4*	QUICK DISCONNECT COUPLING
SET HI-TRAC IN CASK PREPARATION AREA	10	4A	1	*90.3*	*15.1*	*15.1*	100 FT @ 10 FT/MIN (CRANE SPEED)
REMOVE NEUTRON SHIELD JACKET FILL PLUG	2	4A	1	*90.3*	*3.0*	*3.0*	SINGLE PLUG, NO SPECIAL TOOLS
INSTALL NEUTRON SHIELD JACKET FILL PLUG	2	5B	1	*1091.9*	*36.4*	*36.4*	SINGLE PLUG, NO SPECIAL TOOLS
DISCONNECT LID RETENTION SYSTEM	6	5A	2	*69.8*	*7.0*	*14.0*	24 BOLTS @ 2 BOLT/PERSON MINUTES

† See notes at bottom of Table 10.3.4.

Table 10.3.1b
HI-STORM 100 SYSTEM LOADING OPERATIONS USING THE 100-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (~~46~~*60*,000 MWD/MTU, 3-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
MEASURE DOSE RATES AT MPC LID	3	5A	1	*69.8*	*3.5*	*3.5*	TELESCOPING DETECTOR USED
DECONTAMINATE AND SURVEY HI-TRAC	103	5B	1	*1091.9*	*1874.4*	*1874.4*	490 SQ-FT@5 SQ-FT/PRERSON-MINUTE+50 SMEARS@10 SMEARS/MINUTE
INSTALL TEMPORARY SHIELD	16	6A	2	*34.2*	*9.1*	*18.2*	8 SEGMENTS @ 1 SEGMENT/PERSON MIN
FILL TEMPORARY SHIELD RING	25	6A	1	*34.2*	*14.3*	*14.3*	230 GAL @10GPM, LONG HANDLED SPRAY WAND
ATTACH DRAIN LINE TO HI-TRAC DRAIN PORT	0.5	5C	1	*282.1*	*2.4*	*2.4*	QUICK DISCONNECT COUPLING
INSTALL RVOAs	2	6A	1	*34.2*	*1.1*	*1.1*	SINGLE THREADED CONNECTION X 2 RVOAs
ATTACH WATER PUMP TO DRAIN PORT	2	6A	1	*34.2*	*1.1*	*1.1*	POSITION PUMP SELF PRIMING
DISCONNECT WATER PUMP	5	6A	1	*34.2*	*2.9*	*2.9*	DRAIN HOSES MOVE PUMP
DECONTAMINATE MPC LID TOP SURFACE AND SHELL AREA ABOVE INFLATABLE ANNULUS SEAL	6	6A	1	*34.2*	*3.4*	*3.4*	30 SQ-FT @5 SQ-FT/MINUTE+10 SMEARS@10 SMEARS/MINUTE
REMOVE INFLATABLE ANNULUS SEAL	3	6A	1	*34.2*	*1.7*	*1.7*	SEAL PULLS OUT DIRECTLY
SURVEY MPC LID TOP SURFACES AND ACCESSIBLE AREAS OF TOP THREE INCHES OF MPC SHELL	1	6A	1	*34.2*	*0.6*	*0.6*	10 SMEARS@10 SMEARS/MINUTE
INSTALL ANNULUS SHIELD	2	6A	1	*34.2*	*1.1*	*1.1*	SHIELD PLACED BY HAND
CENTER LID IN MPC SHELL	20	6A	3	*34.2*	*11.4*	*34.2*	CONSULTATION WITH CALVERT CLIFFS
INSTALL MPC LID SHIMS	12	6A	2	*34.2*	*6.8*	*13.7*	MEASURED DURING WELD MOCKUP TESTING
POSITION AWS BASEPLATE SHIELD ON MPC LID	20	7A	2	*34.2*	*11.4*	*22.8*	ALIGN AND REMOVE 4 SHACKLES
INSTALL AUTOMATED WELDING SYSTEM ROBOT	8	7A	2	*34.2*	*4.6*	*9.1*	ALIGN AND REMOVE 4 SHACKLES/4 QUICK CONNECTS@1/MIN
PERFORM NDE ON LID WELD	230	7A	1	*34.2*	*131.1*	*131.1*	MEASURED DURING WELD MOCKUP TESTING

Table 10.3.1b
HI-STORM 100 SYSTEM LOADING OPERATIONS USING THE 100-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (~~46~~*60*,000 MWD/MTU, 3-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
ATTACH DRAIN LINE TO VENT PORT	1	7A	1	*34.2*	*0.6*	*0.6*	1" THREADED FITTING NO TOOLS
VISUALLY EXAMINE MPC LID-TO-SHELL WELD FOR LEAKAGE OF WATER	10	7A	1	*34.2*	*5.7*	*5.7*	10 MIN TEST DURATION
DISCONNECT WATER FILL LINE AND DRAIN LINE	2	7A	1	*34.2*	*1.1*	*1.1*	1" THREADED FITTING NO TOOLS X 2
REPEAT LIQUID PENETRANT EXAMINATION ON MPC LID FINAL PASS	45	7A	1	*34.2*	*25.7*	*25.7*	5 MIN TO APPLY, 7 MIN TO WIPE, 5 APPLY DEV, INSP (24 IN/MIN)
ATTACH GAS SUPPLY TO VENT PORT	1	7A	1	*34.2*	*0.6*	*0.6*	1" THREADED FITTING NO TOOLS
ATTACH DRAIN LINE TO DRAIN PORT	1	7A	1	*34.2*	*0.6*	*0.6*	1" THREADED FITTING NO TOOLS
Deleted							
Deleted							
ATTACH DRAIN LINE TO VENT PORT	1	8A	1	*79.5*	*1.3*	*1.3*	1" THREADED FITTING NO TOOLS
ATTACH WATER FILL LINE TO DRAIN PORT	1	8A	1	*79.5*	*1.3*	*1.3*	1" THREADED FITTING NO TOOLS
DISCONNECT WATER FILL DRAIN LINES FROM MPC	2	8A	1	*79.5*	*2.7*	*2.7*	1" THREADED FITTING NO TOOLS X 2
ATTACH HELIUM SUPPLY TO VENT PORT	1	8A	1	*79.5*	*1.3*	*1.3*	1" THREADED FITTING NO TOOLS
ATTACH DRAIN LINE TO DRAIN PORT	1	8A	1	*79.5*	*1.3*	*1.3*	1" THREADED FITTING NO TOOLS
DISCONNECT GAS SUPPLY LINE FROM MPC	1	8A	1	*79.5*	*1.3*	*1.3*	1" THREADED FITTING NO TOOLS
DISCONNECT DRAIN LINE FROM MPC	1	8A	1	*79.5*	*1.3*	*1.3*	1" THREADED FITTING NO TOOLS
ATTACH MOISTURE REMOVAL SYSTEM () TO VENT AND DRAIN PORT RVOAs	2	8A	1	*79.5*	*2.7*	*2.7*	1" THREADED FITTING NO TOOLS
DISCONNECT MOISTURE REMOVAL SYSTEM FROM MPC	2	8A	1	*79.5*	*2.7*	*2.7*	1" THREADED FITTING NO TOOLS X 2
CLOSE DRAIN PORT RVOA CAP AND REMOVE DRAIN PORT RVOA	1.5	8A	1	*79.5*	*2.0*	*2.0*	SINGLE THREADED CONNECTION (1 RVOA)

Table 10.3.1b
HI-STORM 100 SYSTEM LOADING OPERATIONS USING THE 100-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (~~46~~*60*,000 MWD/MTU, 3-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
ATTACH HELIUM BACKFILL SYSTEM TO VENT PORT	1	8A	1	*79.5*	*1.3*	*1.3*	1" THREADED FITTING NO TOOLS
DISCONNECT HBS FROM MPC	1	8A	1	*79.5*	*1.3*	*1.3*	1" THREADED FITTING NO TOOLS
CLOSE VENT PORT RVOA AND DISCONNECT VENT PORT RVOA	1.5	8A	1	*79.5*	*2.0*	*2.0*	SINGLE THREADED CONNECTION (1 RVOA)
WIPE INSIDE AREA OF VENT AND DRAIN PORT RECESSES	2	8A	1	*79.5*	*2.7*	*2.7*	2 PORTS, 1 MIN/PORT
PLACE COVER PLATE OVER VENT PORT RECESS	1	8A	1	*79.5*	*1.3*	*1.3*	INSTALLED BY HAND NO TOOLS (2/MIN)
PERFORM NDE VENT AND DRAIN COVER PLATE WELD	100	8A	1	*79.5*	*132.5*	*132.5*	MEASURED DURING WELD MOCKUP TESTING
INSTALL SET SCREWS	2	8A	1	*79.5*	*2.7*	*2.7*	4 SET SCREWS @2/MINUTE
PLUG WELD OVER ET SCREWS	8	8A	1	*79.5*	*10.6*	*10.6*	FOUR SINGLE SPOT WELDS @ 1 PER 2 MINTES
Deleted							
Deleted							
INSTALL AND ALIGN CLOSURE RING	5	8A	1	*79.5*	*6.6*	*6.6*	INSTALLED BY HAND NO TOOLS
PERFORM NDE ON CLOSURE RING WELDS	185	8A	1	*79.5*	*245.1*	*245.1*	MEASURED DURING WELD MOCKUP TESTING
RIG AWS TO CRANE	12	8A	1	*79.5*	*15.9*	*15.9*	10 MIN TO DISCONNECT LINES, 4 SHACKLES@2/MIN
Section 8.1.6							
REMOVE ANNULUS SHIELD	1	8A	1	*79.5*	*1.3*	*1.3*	SHIELD PLACED BY HAND
ATTACH DRAIN LINE TO HI-TRAC	1	9D	1	*2190.1*	*36.5*	*36.5*	1" THREADED FITTING NO TOOLS
POSITION HI-TRAC TOP LID	10	9B	2	*79.5*	*13.3*	*26.5*	VERTICAL FLANGED CONNECTION
TORQUE TOP LID BOLTS	12	9B	1	*79.5*	*15.9*	*15.9*	24 BOLTS AT 2/MIN (INSTALL AND TORQUE,1 PASS)
INSTALL MPC LIFT CLEATS AND MPC SLINGS	25	9A	2	*363.8*	*151.6*	*303.2*	INSTALL CLEATS AND HYDRO TORQUE 4 BOLTS
REMOVE TEMPORARY SHIELD RING DRAIN PLUGS	1	9B	1	*79.5*	*1.3*	*1.3*	8 PLUGS @ 8/MIN
REMOVE TEMPORARY SHIELD RING SEGMENTS	4	9A	1	*363.8*	*24.3*	*24.3*	REMOVED BY HAND NO TOOLS (8 SEGS@2/MIN)
ATTACH MPC SLINGS TO LIFT YOKE	4	9A	2	*363.8*	*24.3*	*48.5*	INSTALLED BY HAND NO TOOLS

Table 10.3.1b
HI-STORM 100 SYSTEM LOADING OPERATIONS USING THE 100-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (~~46~~*60*,000 MWD/MTU, 3-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
POSITION HI-TRAC ABOVE TRANSFER STEP	15	9C	1	*900.9*	*225.2*	*225.2*	100 FT @ 10 FT/MIN (CRANE SPEED)+ 5MIN TO ALIGN
REMOVE BOTTOM LID BOLTS	6	10A	1	*2190.1*	*219.0*	*219.0*	36 BOLTS@6 BOLTS/MIN IMPACT TOOLS USED
INSTALL TRANSFER LID BOLTS	18	11B	1	*2190.1*	*657.0*	*657.0*	36 BOLTS @ 2/MIN IMPACT TOOLS USED 1 PASS
DISCONNECT MPC SLINGS	4	9A	2	*363.8*	*24.3*	*48.5*	INSTALLED BY HAND NO TOOLS
Section 8.1.7							
POSITION HI-TRAC ON TRANSPORT DEVICE	20	11A	2	*900.9*	*300.3*	*600.6*	ALIGN TRUNNIONS, DISCONNECT LIFT YOKE
TRANSPORT HI-TRAC TO OUTSIDE TRANSFER LOCATION	90	12A	3	*35.2*	*52.8*	*158.4*	DRIVER AND 2 SPOTTERS
ATTACH OUTSIDE LIFTING DEVICE LIFT LINKS	2	12A	2	*35.2*	*1.2*	*2.3*	2 LINKS@1/MIN
MATE OVERPACKS	10	13B	2	*692.0*	*115.3*	*230.7*	ALIGNMENT GUIDES USED
ATTACH MPC SLINGS TO MPC LIFT CLEATS	10	13A	2	*363.8*	*60.6*	*121.3*	2 SLINGS@5MIN/SLING NO TOOLS
REMOVE TRANSFER LID DOOR LOCKING PINS AND OPEN DOORS	4	13B	2	*692.0*	*46.1*	*92.3*	2 PINS@2MIN/PIN
INSTALL TRIM PLATES	4	13B	2	*692.0*	*46.1*	*92.3*	INSTALLED BY HAND
DISCONNECT SLINGS FROM MPC LIFTING DEVICE	10	13A	2	*363.8*	*60.6*	*121.3*	2 SLINGS@5MIN/SLING
REMOVE MPC LIFT CLEATS AND MPC SLINGS	10	14A	1	*487.4*	*81.2*	*81.2*	4 BOLTS,NO TORQUING
INSTALL HOLE PLUGS IN EMPTY MPC BOLT HOLES	2	14A	1	*487.4*	*16.2*	*16.2*	4 PLUGS AT 2/MIN NO TORQUING
REMOVE HI-STORM VENT DUCT SHIELD INSERTS	2	15A	1	*43.9*	*1.5*	*1.5*	4 SHACKLES@2/MIN
REMOVE ALIGNMENT DEVICE	4	15A	1	*43.9*	*2.9*	*2.9*	REMOVED BY HAND NO TOOLS (4 PCS@1/MIN)
INSTALL HI-STORM LID AND INSTALL LID STUDS/NUTS	25	16A	2	*11.7*	*4.9*	*9.8*	INSTALL LID AND HYDRO TORQUE 4 BOLTS
INSTALL HI-STORM EXIT VENT GAMMA SHIELD CROSS PLATES	4	16B	1	*205.5*	*13.7*	*13.7*	4 PCS @ 1/MIN INSTALL BY HAND NO TOOLS
INSTALL TEMPERATURE ELEMENTS	20	16B	1	*205.5*	*68.5*	*68.5*	4@5MIN/TEMPERATURE ELEMENT
INSTALL EXIT VENT SCREENS	20	16B	1	*205.5*	*68.5*	*68.5*	4 SCREENS@5MIN/SCREEN

Table 10.3.1b
HI-STORM 100 SYSTEM LOADING OPERATIONS USING THE 100-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (~~46~~*60*,000 MWD/MTU, 3-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
REMOVE HI-STORM LID LIFTING DEVICE	2	16A	1	*11.7*	*0.4*	*0.4*	4 SHACKLES@2/MIN
INSTALL HOLE PLUGS IN EMPTY HOLES	2	16A	1	*11.7*	*0.4*	*0.4*	4 PLUGS AT 2/MIN NO TORQUING
PERFORM SHIELDING EFFECTIVENESS TESTING	16	16D	2	*122.7*	*32.7*	*65.4*	16 POINTS@1 MIN
SECURE HI-STORM TO TRANSPORT DEVICE	10	16A	2	*11.7*	*2.0*	*3.9*	ASSUMES AIR PAD
TRANSFER HI-STORM TO ITS DESIGNATED STORAGE LOCATION	40	16C	1	*69.7*	*46.5*	*46.5*	200 FEET @ 4FT/MIN
INSERT HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS@1/MIN
REMOVE AIR PAD	5	16D	2	*122.7*	*10.2*	*20.5*	1 PAD MOVED BY HAND
REMOVE HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS@1/MIN
INSTALL INLET VENT SCREENS/CROSS PLATES	20	16D	1	*122.7*	*40.9*	*40.9*	4 SCREENS@5MIN/SCREEN
PERFORM AIR TEMPERATURE RISE TEST	8	16B	1	*205.5*	*27.4*	*27.4*	8 MEASUREMENTS@1/MIN
TOTAL						***6628.4* PERSON-MREM**	

Table 10.3.1c
HI-STORM 100 SYSTEM LOADING OPERATIONS USING THE 125-TON HI-TRAC 125D TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
Section 8.1.4							
LOAD PRE-SELECTED FUEL ASSEMBLIES INTO MPC	1020	1	2	1.0	17.0	34.0	15 MINUTES PER ASSEMBLY/68 ASSY
PERFORM POST-LOADING VISUAL VERIFICATION OF ASSEMBLY IDENTIFICATION	68	1	2	1.0	1.1	2.3	1 MINUTES PER ASSY/68 ASSY
Section 8.1.5							
INSTALL MPC LID AND ATTACH LIFT YOKE	45	2	2	2.0	1.5	3.0	CONSULTATION WITH CALVERT CLIFFS
RAISE HI-TRAC TO SURFACE OF SPENT FUEL POOL	20	2	2	2.0	0.7	1.3	40 FEET @ 2 FT/MINUTE (CRANE SPEED)
SURVEY MPC LID FOR HOT PARTICLES	3	3A	1	31.1	1.6	1.6	TELESCOPING DETECTOR USED
VERIFY MPC LID IS SEATED	0.5	3A	1	31.1	0.3	0.3	VISUAL VERIFICATION FROM 3 METERS
INSTALL LID RETENTION SYSTEM BOLTS	6	3B	2	46.4	4.6	9.3	24 BOLTS @ 2/PERSON-MINUTE
REMOVE HI-TRAC FROM SPENT FUEL POOL	8.5	3C	1	117.8	16.7	16.7	17 FEET @ 2 FT/MIN (CRANE SPEED)
DECONTAMINATE HI-TRAC BOTTOM	10	3D	1	142.0	23.7	23.7	LONG HANDLED TOOLS, PRELIMINARY DECON
TAKE SMEARS OF HI-TRAC EXTERIOR SURFACES	5	5B	1	185.3	15.4	15.4	50 SMEARS @ 10 SMEARS/MINUTE
DISCONNECT ANNULUS OVERPRESSURE SYSTEM	0.5	5C	1	82.7	0.7	0.7	QUICK DISCONNECT COUPLING
SET HI-TRAC IN CASK PREPARATION AREA	10	4A	1	46.4	7.7	7.7	100 FT @ 10 FT/MIN (CRANE SPEED)
REMOVE NEUTRON SHIELD JACKET FILL PLUG	2	4A	1	46.4	1.5	1.5	SINGLE PLUG, NO SPECIAL TOOLS
INSTALL NEUTRON SHIELD JACKET FILL PLUG	2	5B	1	185.3	6.2	6.2	SINGLE PLUG, NO SPECIAL TOOLS
DISCONNECT LID RETENTION SYSTEM	6	5A	2	37.3	3.7	7.5	24 BOLTS @ 2 BOLT/PERSON MINUTES

† See notes at bottom of Table 10.3.4.

Table 10.3.1c
HI-STORM 100 SYSTEM LOADING OPERATIONS USING THE 125-TON HI-TRAC 125D TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
MEASURE DOSE RATES AT MPC LID	3	5A	1	37.3	1.9	1.9	TELESCOPING DETECTOR USED
DECONTAMINATE AND SURVEY HI-TRAC	103	5B	1	185.3	318.1	318.1	490 SQ-FT@5 SQ-FT/PRERSON-MINUTE+50 SMEARS@10 SMEARS/MINUTE
INSTALL TEMPORARY SHIELD	16	6A	2	18.7	5.0	10.0	8 SEGMENTS @ 1 SEGMENT/PERSON MIN
FILL TEMPORARY SHIELD RING	25	6A	1	18.7	7.8	7.8	230 GAL @10GPM, LONG HANDLED SPRAY WAND
ATTACH DRAIN LINE TO HI-TRAC DRAIN PORT	0.5	5C	1	82.7	0.7	0.7	QUICK DISCONNECT COUPLING
INSTALL RVOAs	2	6A	1	18.7	0.6	0.6	SINGLE THREADED CONNECTION X 2 RVOAs
ATTACH WATER PUMP TO DRAIN PORT	2	6A	1	18.7	0.6	0.6	POSITION PUMP SELF PRIMING
DISCONNECT WATER PUMP	5	6A	1	18.7	1.6	1.6	DRAIN HOSES MOVE PUMP
DECONTAMINATE MPC LID TOP SURFACE AND SHELL AREA ABOVE INFLATABLE ANNULUS SEAL	6	6A	1	18.7	1.9	1.9	30 SQ-FT @5 SQ-FT/MINUTE+10 SMEARS@10 SMEARS/MINUTE
REMOVE INFLATABLE ANNULUS SEAL	3	6A	1	18.7	0.9	0.9	SEAL PULLS OUT DIRECTLY
SURVEY MPC LID TOP SURFACES AND ACCESSIBLE AREAS OF TOP THREE INCHES OF MPC SHELL	1	6A	1	18.7	0.3	0.3	10 SMEARS@10 SMEARS/MINUTE
INSTALL ANNULUS SHIELD	2	6A	1	18.7	0.6	0.6	SHIELD PLACED BY HAND
CENTER LID IN MPC SHELL	20	6A	3	18.7	6.2	18.7	CONSULTATION WITH CALVERT CLIFFS
INSTALL MPC LID SHIMS	12	6A	2	18.7	3.7	7.5	MEASURED DURING WELD MOCKUP TESTING
POSITION AWS BASEPLATE SHIELD ON MPC LID	20	7A	2	18.7	6.2	12.5	ALIGN AND REMOVE 4 SHACKLES
INSTALL AUTOMATED WELDING SYSTEM ROBOT	8	7A	2	18.7	2.5	5.0	ALIGN AND REMOVE 4 SHACKLES/4 QUICK CONNECTS@1/MIN
PERFORM NDE OF LID WELD	230	7A	1	18.7	71.7	71.7	MEASURED DURING WELD MOCKUP TESTING
ATTACH DRAIN LINE TO VENT PORT	1	7A	1	18.7	0.3	0.3	1" THREADED FITTING NO TOOLS

Table 10.3.1c
HI-STORM 100 SYSTEM LOADING OPERATIONS USING THE 125-TON HI-TRAC 125D TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
VISUALLY EXAMINE MPC LID-TO-SHELL WELD FOR LEAKAGE OF WATER	10	7A	1	18.7	3.1	3.1	10 MIN TEST DURATION
DISCONNECT WATER FILL LINE AND DRAIN LINE	2	7A	1	18.7	0.6	0.6	1" THREADED FITTING NO TOOLS X 2
REPEAT LIQUID PENETRANT EXAMINATION ON MPC LID FINAL PASS	45	7A	1	18.7	14.0	14.0	5 MIN TO APPLY, 7 MIN TO WIPE, 5 APPLY DEV, INSP (24 IN/MIN)
ATTACH GAS SUPPLY TO VENT PORT	1	7A	1	18.7	0.3	0.3	1" THREADED FITTING NO TOOLS
ATTACH DRAIN LINE TO DRAIN PORT	1	7A	1	18.7	0.3	0.3	1" THREADED FITTING NO TOOLS
Deleted							
Deleted							
ATTACH DRAIN LINE TO VENT PORT	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
ATTACH WATER FILL LINE TO DRAIN PORT	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
DISCONNECT WATER FILL DRAIN LINES FROM MPC	2	8A	1	37.9	1.3	1.3	1" THREADED FITTING NO TOOLS X 2
ATTACH HELIUM SUPPLY TO VENT PORT	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
ATTACH DRAIN LINE TO DRAIN PORT	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
DISCONNECT GAS SUPPLY LINE FROM MPC	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
DISCONNECT DRAIN LINE FROM MPC	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
ATTACHM MOISTURE REMOVAL SYSTEM TO VENT AND DRAIN PORT RVOAs	2	8A	1	37.9	1.3	1.3	1" THREADED FITTING NO TOOLS
DISCONNECT MOISTURE REMOVAL SYSTEM FROM MPC	2	8A	1	37.9	1.3	1.3	1" THREADED FITTING NO TOOLS X 2

Table 10.3.1c
HI-STORM 100 SYSTEM LOADING OPERATIONS USING THE 125-TON HI-TRAC 125D TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
CLOSE DRAIN PORT RVOA CAP AND REMOVE DRAIN PORT RVOA	1.5	8A	1	37.9	0.9	0.9	SINGLE THREADED CONNECTION (1 RVOA)
ATTACH HELIUM BACKFILL SYSTEM TO VENT PORT	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
DISCONNECT HBS FROM MPC	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
CLOSE VENT PORT RVOA AND DISCONNECT VENT PORT RVOA	1.5	8A	1	37.9	0.9	0.9	SINGLE THREADED CONNECTION (1 RVOA)
WIPE INSIDE AREA OF VENT AND DRAIN PORT RECESSES	2	8A	1	37.9	1.3	1.3	2 PORTS, 1 MIN/PORT
PLACE COVER PLATE OVER VENT PORT RECESS	1	8A	1	37.9	0.6	0.6	INSTALLED BY HAND NO TOOLS (2/MIN)
PERFORM NDE ON VENT AND DRAIN COVER PLATE WELD	100	8A	1	37.9	63.2	63.2	MEASURED DURING WELD MOCKUP TESTING
INSTALL SET SCREWS	2	8A	1	37.9	1.3	1.3	4 SET SCREWS @2/MINUTE
PLUG WELD OVER SET SCREWS	8	8A	1	37.9	5.1	5.1	FOUR SINGLE SPOT WELDS @ 1 PER 2 MINTES
Deleted							
Deleted							
INSTALL AND ALIGN CLOSURE RING	5	8A	1	37.9	3.2	3.2	INSTALLED BY HAND NO TOOLS
PERFORM A NDE ON CLOSURE RING WELDS	185	8A	1	37.9	116.9	116.9	MEASURED DURING WELD MOCKUP TESTING
RIG AWS TO CRANE	12	8A	1	37.9	7.6	7.6	10 MIN TO DISCONNECT LINES, 4 SHACKLES@2/MIN
Section 8.1.6							
REMOVE ANNULUS SHIELD	1	8A	1	37.9	0.6	0.6	SHIELD PLACED BY HAND
ATTACH DRAIN LINE TO HI-TRAC	1	9D	1	354.2	5.9	5.9	1" THREADED FITTING NO TOOLS
POSITION HI-TRAC TOP LID	10	9B	2	37.9	6.3	12.6	VERTICAL FLANGED CONNECTION
TORQUE TOP LID BOLTS	12	9B	1	37.9	7.6	7.6	24 BOLTS AT 2/MIN (INSTALL AND TORQUE,1 PASS)

Table 10.3.1c
HI-STORM 100 SYSTEM LOADING OPERATIONS USING THE 125-TON HI-TRAC 125D TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
INSTALL MPC LIFT CLEATS AND MPC SLINGS	25	9A	2	158.5	66.0	132.1	INSTALL CLEATS AND HYDRO TORQUE 4 BOLTS
REMOVE TEMPORARY SHIELD RING DRAIN PLUGS	1	9B	1	37.9	0.6	0.6	8 PLUGS @ 8/MIN
REMOVE TEMPORARY SHIELD RING SEGMENTS	4	9A	1	158.5	10.6	10.6	REMOVED BY HAND NO TOOLS (8 SEGS@2/MIN)
ATTACH MPC SLINGS TO LIFT YOKE	4	9A	2	158.5	10.6	21.1	INSTALLED BY HAND, NO TOOLS
Section 8.1.7							
POSITION HI-TRAC ON TRANSPORT DEVICE	20	11A	2	117.8	39.3	78.5	ALIGN TRUNNIONS, DISCONNECT LIFT YOKE
TRANSPORT HI-TRAC TO OUTSIDE TRANSFER LOCATION	90	12A	3	26.4	39.6	118.8	DRIVER AND 2 SPOTTERS
ATTACH OUTSIDE LIFTING DEVICE LIFT LINKS	2	12A	2	26.4	0.9	1.8	2 LINKS@1/MIN
MATE OVERPACKS	10	13B	2	118.5	19.8	39.5	ALIGNMENT GUIDES USED
ATTACH MPC LIFT SLINGS TO MPC LIFT CLEATS	10	13A	2	158.5	26.4	52.8	2 SLINGS@5MIN/SLING NO TOOLS
REMOVE MATING DEVICE LOCKING PINS AND OPEN DRAWER	40	13B	2	118.5	79.0	158.0	2 PINS@2MIN/PIN
INSTALL TRIM PLATES	4	13B	2	118.5	7.9	15.8	INSTALLED BY HAND
DISCONNECT SLINGS FROM MPC LIFTING DEVICE	10	13A	2	158.5	26.4	52.8	2 SLINGS@5MIN/SLING
REMOVE MPC LIFT CLEATS AND MPC LIFT SLINGS	10	14A	1	*487.4*	*81.2*	*81.2*	4 BOLTS,NO TORQUING
INSTALL HOLE PLUGS IN EMPTY MPC BOLT HOLES	2	14A	1	*487.4*	*16.2*	*16.2*	4 PLUGS AT 2/MIN NO TORQUING
REMOVE HI-STORM VENT DUCT SHIELD INSERTS	2	15A	1	*43.9*	*1.5*	*1.5*	4 SHACKLES@2/MIN
REMOVE MATING DEVICE	10	15A	1	*43.9*	*7.3*	*7.3*	3 BOLTS @ 2 MINUTES PER BOLT
INSTALL HI-STORM LID AND INSTALL LID STUDS/NUTS	25	16A	2	*11.7*	*4.9*	*9.8*	INSTALL LID AND HYDRO TORQUE 4 BOLTS

Table 10.3.1c
HI-STORM 100 SYSTEM LOADING OPERATIONS USING THE 125-TON HI-TRAC 125D TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
INSTALL HI-STORM EXIT VENT GAMMA SHIELD CROSS PLATES	4	16B	1	*205.5*	*13.7*	*13.7*	4 PCS @ 1/MIN INSTALL BY HAND NO TOOLS
INSTALL TEMPERATURE ELEMENTS	20	16B	1	*205.5*	*68.5*	*68.5*	4@5MIN/TEMPERATURE ELEMENT
INSTALL EXIT VENT SCREENS	20	16B	1	*205.5*	*68.5*	*68.5*	4 SCREENS@5MIN/SCREEN
REMOVE HI-STORM LID LIFTING DEVICE	2	16A	1	*11.7*	*0.4*	*0.4*	4 SHACKLES@2/MIN
INSTALL HOLE PLUGS IN EMPTY HOLES	2	16A	1	*11.7*	*0.4*	*0.4*	4 PLUGS AT 2/MIN NO TORQUING
PERFORM SHIELDING EFFECTIVENESS TESTING	16	16D	2	*122.7*	*32.7*	*65.4*	16 POINTS@1 MIN
SECURE HI-STORM TO TRANSPORT DEVICE	10	16A	2	*11.7*	*2.0*	*3.9*	ASSUMES AIR PAD
TRANSFER HI-STORM TO ITS DESIGNATED STORAGE LOCATION	40	16C	1	*69.7*	*46.5*	*46.5*	200 FEET @ 4FT/MIN
INSERT HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS@1/MIN
REMOVE AIR PAD	5	16D	2	*122.7*	*10.2*	*20.5*	1 PAD MOVED BY HAND
REMOVE HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS@1/MIN
INSTALL INLET VENT SCREENS/CROSS PLATES	20	16D	1	*122.7*	*40.9*	*40.9*	4 SCREENS@5MIN/SCREEN
PERFORM AIR TEMPERATURE RISE TEST	8	16B	1	*205.5*	*27.4*	*27.4*	8 MEASUREMENTS@1/MIN
TOTAL							***2017.4* PERSON-MREM**

Table 10.3.2a
HI-STORM 100 SYSTEM UNLOADING OPERATIONS USING THE 125-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
Section 8.3.2 (Step Sequence Varies By Site and Mode of Transport)							
REMOVE INLET VENT SCREENS	20	16D	1	*122.7*	*40.9*	*40.9*	4 SCREENS@5MIN/SCREEN
INSERT HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS@1/MIN
INSERT AIR PAD	5	16D	2	*122.7*	*10.2*	*20.5*	1 PAD MOVED BY HAND
REMOVE HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS@1/MIN
TRANSFER HI-STORM TO MPC TRANSFER LOCATION	40	16C	1	*69.7*	*46.5*	*46.5*	200 FEET @ 4FT/MIN
REMOVE HI-STORM LID STUDS/NUTS	10	16A	1	*11.7*	*2.0*	*2.0*	4 BOLTS NO TORQUE
REMOVE HI-STORM LID LIFTING HOLE PLUGS AND INSTALL LID LIFTING SLING	2	16A	1	*11.7*	*0.4*	*0.4*	4 PLUGS AT 2/MIN NO TORQUING
REMOVE GAMMA SHIELD CROSS PLATES	4	16B	1	*205.5*	*13.7*	*13.7*	4 PLATES@1/MIN
REMOVE TEMPERATURE ELEMENTS	8	16B	1	*205.5*	*27.4*	*27.4*	4 TEMP. ELEMENTS @ 2MIN/TEMP. ELEMENT NO TORQUE
REMOVE HI-STORM LID	2	16A	1	*11.7*	*0.4*	*0.4*	4 SHACKLES@2/MIN
INSTALL HI-STORM VENT DUCT SHIELD INSERTS	2	15A	1	*43.9*	*1.5*	*1.5*	4 SHACKLES@2/MIN
INSTALL ALIGNMENT DEVICE	4	15A	1	*43.9*	*2.9*	*2.9*	REMOVED BY HAND NO TOOLS (4 PCS@1/MIN)
REMOVE MPC LIFT CLEAT HOLE PLUGS	2	14A	1	*487.4*	*16.2*	*16.2*	4 PLUGS AT 2/MIN NO TORQUING
INSTALL MPC LIFT CLEATS AND MPC SLINGS	2	14A	1	*487.4*	*16.2*	*16.2*	4 PLUGS AT 2/MIN NO TORQUING
ALIGN HI-TRAC OVER HI-STORM AND MATE OVERPACKS	10	13B	2	118.5	19.8	39.5	ALIGNMENT GUIDES USED
PULL MPC SLINGS THROUGH TOP LID HOLE	10	13A	2	158.5	26.4	52.8	2 SLINGS@5MIN/SLING
INSTALL TRIM PLATES	4	13B	2	118.5	7.9	15.8	INSTALLED BY HAND NO FASTENERS

† See notes at bottom of Table 10.3.4.

Table 10.3.2a
HI-STORM 100 SYSTEM UNLOADING OPERATIONS USING THE 125-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
ATTACH MPC SLING TO LIFTING DEVICE	10	13A	1	158.5	26.4	26.4	2 SLINGS@5MIN/SLING NO BOLTING
CLOSE HI-TRAC DOORS AND INSTALL DOOR LOCKING PINS	4	13B	2	118.5	7.9	15.8	2 PINS@2MIN/PIN
DISCONNECT SLINGS FROM MPC LIFT CLEATS	10	13A	2	158.5	26.4	52.8	2 SLINGS@5MIN/SLING
DOWNEND HI-TRAC ON TRANSPORT FRAME	20	12A	2	26.4	8.8	17.6	ALIGN TRUNNIONS, DISCONNECT LIFT YOKE
TRANSPORT HI-TRAC TO FUEL BUILDING	90	12A	1	26.4	39.6	39.6	DRIVER RECEIVES MOST DOSE
UPEND HI-TRAC	20	12A	2	26.4	8.8	17.6	ALIGN TRUNNIONS, DISCONNECT LIFT YOKE
Section 8.3.3							
MOVE HI-TRAC TO TRANSFER SLIDE	20	11A	2	117.8	39.3	78.5	ALIGN TRUNNIONS, DISCONNECT LIFT YOKE
ATTACH MPC SLINGS	4	9A	2	158.5	10.6	21.1	INSTALLED BY HAND NO TOOLS
REMOVE TRANSFER LID BOLTS	6	11B	1	354.2	35.4	35.4	36 BOLTS@6 BOLTS/MIN IMPACT TOOLS USED
INSTALL POOL LID BOLTS	18	10A	1	354.2	106.3	106.3	36 BOLTS @ 2/MIN IMPACT TOOLS USED 1 PASS
DISCONNECT MPC SLINGS AND LIFT CLEATS	10	9A	1	158.5	26.4	26.4	4 BOLTS,NO TORQUING
PLACE HI-TRAC IN PREPARATION AREA	15	9C	1	117.8	29.5	29.5	100 FT @ 10 FT/MIN (CRANE SPEED)+ 5MIN TO ALIGN
REMOVE TOP LID BOLTS	6	9B	1	37.9	3.8	3.8	24 BOLTS AT 4/MIN (NO TORQUE IMPACT TOOLS)
REMOVE HI-TRAC TOP LID	2	6A	1	18.7	0.6	0.6	4 SHACKLES@2/MIN
ATTACH WATER FILL LINE TO HI-TRAC DRAIN PORT	0.5	9D	1	354.2	3.0	3.0	QUICK DISCONNECT NO TOOLS
INSTALL BOLT PLUGS OR WATERPROOF TAPE FROM HI-TRAC TOP BOLT HOLES	9	8A	1	37.9	5.7	5.7	18 HOLES@2/MIN
CORE DRILL CLOSURE RING AND VENT AND DRAIN PORT COVER PLATES	40	7A	2	18.7	12.5	24.9	20 MINUTES TO INSTALL/ALIGN +10 MIN/COVER

Table 10.3.2a
HI-STORM 100 SYSTEM UNLOADING OPERATIONS USING THE 125-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
REMOVE CLOSURE RING SECTION AND VENT AND DRAIN PORT COVER PLATES	1	8A	1	37.9	0.6	0.6	2 COVERS@2/MIN NO TOOLS
ATTACH RVOAS	2	8A	1	37.9	1.3	1.3	SINGLE THREADED CONNECTION (1 RVOA)
ATTACH A SAMPLE BOTTLE TO VENT PORT RVOA	0.5	8A	1	37.9	0.3	0.3	1" THREADED FITTING NO TOOLS
GATHER A GAS SAMPLE FROM MPC	0.5	8A	1	37.9	0.3	0.3	SMALL BALL VALVE
CLOSE VENT PORT CAP AND DISCONNECT SAMPLE BOTTLE	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
ATTACH COOL-DOWN SYSTEM TO RVOAs	2	8A	1	37.9	1.3	1.3	1" THREADED FITTING NO TOOLS X 2
DISCONNECT GAS LINES TO VENT AND DRAIN PORT RVOAs	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
VACUUM TOP SURFACES OF MPC AND HI-TRAC	10	6A	1	18.7	3.1	3.1	SHOP VACUUM WITH WAND + HAND WIPE
REMOVE ANNULUS SHIELD	1	8A	1	37.9	0.6	0.6	SHIELD PLACED BY HAND
MANUALLY INSTALL INFLATABLE SEAL	10	6A	2	18.7	3.1	6.2	CONSULTATION WITH CALVERT CLIFFS
OPEN NEUTRON SHIELD JACKET DRAIN VALVE	2	5C	1	82.7	2.8	2.8	SINGLE THREADED CONNECTION
CLOSE NEUTRON SHIELD JACKET DRAIN VALVE	2	5C	1	82.7	2.8	2.8	SINGLE THREADED CONNECTION
REMOVE MPC LID LIFTING HOLE PLUGS	2	5A	1	37.3	1.2	1.2	4 PLUGS AT 2/MIN NO TORQUING
ATTACH LID RETENTION SYSTEM	12	5A	1	37.3	7.5	7.5	24 BOLTS @ 2 MINUTES/BOLT
ATTACH ANNULUS OVERPRESSURE SYSTEM	0.5	5C	1	82.7	0.7	0.7	QUICK DISCONNECT NO TOOLS
POSITION HI-TRAC OVER CASK LOADING AREA	10	5C	1	82.7	13.8	13.8	100 FT @ 10 FT/MIN (CRANE SPEED)
LOWER HI-TRAC INTO SPENT FUEL POOL	8.5	3C	1	117.8	16.7	16.7	17 FEET @ 2 FT/MIN (CRANE SPEED)
REMOVE LID RETENTION BOLTS	12	3B	1	46.4	9.3	9.3	24 BOLTS @ 2/MINUTE
PLACE HI-TRAC ON FLOOR	20	2	2	2.0	0.7	1.3	40 FEET @ 2 FT/MINUTE (CRANE SPEED)

Table 10.3.2a
HI-STORM 100 SYSTEM UNLOADING OPERATIONS USING THE 125-TON HI-TRAC TRANSFER CASK
ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
REMOVE MPC LID	20	2	2	2.0	0.7	1.3	CONSULTATION WITH CALVERT CLIFFS
Section 8.3.4							
REMOVE SPENT FUEL ASSEMBLIES FROM MPC	1020	1	2	1.0	17.0	34.0	15 MINUTES PER ASSEMBLY/68 ASSY
TOTAL						***924.4* PERSON-MREM**	

Table 10.3.2b
HI-STORM 100 SYSTEM UNLOADING OPERATIONS USING THE 100-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (~~46~~*60*,000 MWD/MTU, 3-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
Section 8.3.2 (Step Sequence Varies By Site and Mode of Transport							
REMOVE INLET VENT SCREENS	20	16D	1	*122.7*	*40.9*	*40.9*	4 SCREENS@5MIN/SCREEN
INSERT HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS@1/MIN
INSERT AIR PAD	5	16D	2	*122.7*	*10.2*	*20.5*	1 PAD MOVED BY HAND
REMOVE HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS@1/MIN
TRANSFER HI-STORM TO MPC TRANSFER LOCATION	40	16C	1	*69.7*	*46.5*	*46.5*	200 FEET @ 4FT/MIN
REMOVE HI-STORM LID STUDS/NUTS	10	16A	1	*11.7*	*2.0*	*2.0*	4 BOLTS NO TORQUE
REMOVE HI-STORM LID LIFTING HOLE PLUGS AND INSTALL LID LIFTING SLING	2	16A	1	*11.7*	*0.4*	*0.4*	4 PLUGS AT 2/MIN NO TORQUING
REMOVE GAMMA SHIELD CROSS PLATES	4	16B	1	*205.5*	*13.7*	*13.7*	4 PLATES@1/MIN
REMOVE TEMPERATURE ELEMENTS	8	16B	1	*205.5*	*27.4*	*27.4*	4 TEMP. ELEMENTS @ 2MIN/TEMP. ELEMENT NO TORQUE
REMOVE HI-STORM LID	2	16A	1	*11.7*	*0.4*	*0.4*	4 SHACKLES@2/MIN
INSTALL HI-STORM VENT DUCT SHIELD INSERTS	2	15A	1	*43.9*	*1.5*	*1.5*	4 SHACKLES@2/MIN
INSTALL ALIGNMENT DEVICE	4	15A	1	*43.9*	*2.9*	*2.9*	REMOVED BY HAND NO TOOLS (4 PCS@1/MIN)
REMOVE MPC LIFT CLEAT HOLE PLUGS	2	14A	1	*487.4*	*16.2*	*16.2*	4 PLUGS AT 2/MIN NO TORQUING
INSTALL MPC LIFT CLEATS AND MPC SLINGS	2	14A	1	*487.4*	*16.2*	*16.2*	4 PLUGS AT 2/MIN NO TORQUING
ALIGN HI-TRAC OVER HI-STORM AND MATE OVERPACKS	10	13B	2	*692.0*	*115.3*	*230.7*	ALIGNMENT GUIDES USED
PULL MPC SLINGS THROUGH TOP LID HOLE	10	13A	2	*363.8*	*60.6*	*121.3*	2 SLINGS@5MIN/SLING
INSTALL TRIM PLATES	4	13B	2	*692.0*	*46.1*	*92.3*	INSTALLED BY HAND NO FASTENERS

† See notes at bottom of Table 10.3.4.

Table 10.3.2b
HI-STORM 100 SYSTEM UNLOADING OPERATIONS USING THE 100-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (~~46~~*60*,000 MWD/MTU, 3-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
ATTACH MPC SLING TO LIFTING DEVICE	10	13A	1	*363.8*	*60.6*	*60.6*	2 SLINGS@5MIN/SLING NO BOLTING
CLOSE HI-TRAC DOORS AND INSTALL DOOR LOCKING PINS	4	13B	2	*692.0*	*46.1*	*92.3*	2 PINS@2MIN/PIN
DISCONNECT SLINGS FROM MPC LIFT CLEATS	10	13A	2	*363.8*	*60.6*	*121.3*	2 SLINGS@5MIN/SLING
DOWNEND HI-TRAC ON TRANSPORT FRAME	20	12A	2	*35.2*	*11.7*	*23.5*	ALIGN TRUNNIONS, DISCONNECT LIFT YOKE
TRANSPORT HI-TRAC TO FUEL BUILDING	90	12A	1	*35.2*	*52.8*	*52.8*	DRIVER RECEIVES MOST DOSE
UPEND HI-TRAC	20	12A	2	*35.2*	*11.7*	*23.5*	ALIGN TRUNNIONS, DISCONNECT LIFT YOKE
Section 8.3.3							
MOVE HI-TRAC TO TRANSFER SLIDE	20	11A	2	*900.9*	*300.3*	*600.6*	ALIGN TRUNNIONS, DISCONNECT LIFT YOKE
ATTACH MPC SLINGS	4	9A	2	*363.8*	*24.3*	*48.5*	INSTALLED BY HAND NO TOOLS
REMOVE TRANSFER LID BOLTS	6	11B	1	*2190.1*	*219.0*	*219.0*	36 BOLTS@6 BOLTS/MIN IMPACT TOOLS USED
INSTALL POOL LID BOLTS	18	10A	1	*2190.1*	*657.0*	*657.0*	36 BOLTS @ 2/MIN IMPACT TOOLS USED 1 PASS
DISCONNECT MPC SLINGS AND LIFT CLEATS	10	9A	1	*363.8*	*60.6*	*60.6*	4 BOLTS,NO TORQUING
PLACE HI-TRAC IN PREPARATION AREA	15	9C	1	*900.9*	*225.2*	*225.2*	100 FT @ 10 FT/MIN (CRANE SPEED)+ 5MIN TO ALIGN
REMOVE TOP LID BOLTS	6	9B	1	*79.5*	*8.0*	*8.0*	24 BOLTS AT 4/MIN (NO TORQUE IMPACT TOOLS)
REMOVE HI-TRAC TOP LID	2	6A	1	*34.2*	*1.1*	*1.1*	4 SHACKLES@2/MIN
ATTACH WATER FILL LINE TO HI-TRAC DRAIN PORT	0.5	9D	1	*2190.1*	*18.3*	*18.3*	QUICK DISCONNECT NO TOOLS
INSTALL BOLT PLUGS OR WATERPROOF TAPE FROM HI-TRAC TOP BOLT HOLES	9	8A	1	*79.5*	*11.9*	*11.9*	18 HOLES@2/MIN
CORE DRILL CLOSURE RING AND VENT AND DRAIN PORT COVER PLATES	40	7A	2	*34.2*	*22.8*	*45.6*	20 MINUTES TO INSTALL/ALIGN +10 MIN/COVER

Table 10.3.2b
HI-STORM 100 SYSTEM UNLOADING OPERATIONS USING THE 100-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (~~46~~60,000 MWD/MTU, 3-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
REMOVE CLOSURE RING SECTION AND VENT AND DRAIN PORT COVER PLATES	1	8A	1	*79.5*	*1.3*	*1.3*	2 COVERS@2/MIN NO TOOLS
ATTACH RVOAS	2	8A	1	*79.5*	*2.7*	*2.7*	SINGLE THREADED CONNECTION (1 RVOA)
ATTACH A SAMPLE BOTTLE TO VENT PORT RVOA	0.5	8A	1	*79.5*	*0.7*	*0.7*	1" THREADED FITTING NO TOOLS
GATHER A GAS SAMPLE FROM MPC	0.5	8A	1	*79.5*	*0.7*	*0.7*	SMALL BALL VALVE
CLOSE VENT PORT CAP AND DISCONNECT SAMPLE BOTTLE	1	8A	1	*79.5*	*1.3*	*1.3*	1" THREADED FITTING NO TOOLS
ATTACH COOL-DOWN SYSTEM TO RVOAs	2	8A	1	*79.5*	*2.7*	*2.7*	1" THREADED FITTING NO TOOLS X 2
DISCONNECT GAS LINES TO VENT AND DRAIN PORT RVOAs	1	8A	1	*79.5*	*1.3*	*1.3*	1" THREADED FITTING NO TOOLS
VACUUM TOP SURFACES OF MPC AND HI-TRAC	10	6A	1	*34.2*	*5.7*	*5.7*	SHOP VACUUM WITH WAND + HAND WIPE
REMOVE ANNULUS SHIELD	1	8A	1	*79.5*	*1.3*	*1.3*	SHIELD PLACED BY HAND
MANUALLY INSTALL INFLATABLE SEAL	10	6A	2	*34.2*	*5.7*	*11.4*	CONSULTATION WITH CALVERT CLIFFS
OPEN NEUTRON SHIELD JACKET DRAIN VALVE	2	5C	1	*282.1*	*9.4*	*9.4*	SINGLE THREADED CONNECTION
CLOSE NEUTRON SHIELD JACKET DRAIN VALVE	2	5C	1	*282.1*	*9.4*	*9.4*	SINGLE THREADED CONNECTION
REMOVE MPC LID LIFTING HOLE PLUGS	2	5A	1	*69.8*	*2.3*	*2.3*	4 PLUGS AT 2/MIN NO TORQUING
ATTACH LID RETENTION SYSTEM	12	5A	1	*69.8*	*14.0*	*14.0*	24 BOLTS @ 2 MINUTES/BOLT
ATTACH ANNULUS OVERPRESSURE SYSTEM	0.5	5C	1	*282.1*	*2.4*	*2.4*	QUICK DISCONNECT NO TOOLS
POSITION HI-TRAC OVER CASK LOADING AREA	10	5C	1	*282.1*	*47.0*	*47.0*	100 FT @ 10 FT/MIN (CRANE SPEED)
LOWER HI-TRAC INTO SPENT FUEL POOL	8.5	3C	1	*837.0*	*118.6*	*118.6*	17 FEET @ 2 FT/MIN (CRANE SPEED)
REMOVE LID RETENTION BOLTS	12	3B	1	*90.3*	*18.1*	*18.1*	24 BOLTS @ 2/MINUTE
PLACE HI-TRAC ON FLOOR	20	2	2	3	1.0	2.0	40 FEET @ 2 FT/MINUTE (CRANE SPEED)

Table 10.3.2b
HI-STORM 100 SYSTEM UNLOADING OPERATIONS USING THE 100-TON HI-TRAC TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (~~46~~*60*,000 MWD/MTU, 3-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
REMOVE MPC LID	20	2	2	3	1.0	2.0	CONSULTATION WITH CALVERT CLIFFS
Section 8.3.4							
REMOVE SPENT FUEL ASSEMBLIES FROM MPC	1020	1	2	3	51.0	102.0	15 MINUTES PER ASSEMBLY/68 ASSY
TOTAL						***3275.0* PERSON-MREM**	

Table 10.3.2c
HI-STORM 100 SYSTEM UNLOADING OPERATIONS USING THE 125-TON HI-TRAC 125D TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
Section 8.3.2 (Step Sequence Varies By Site and Mode of Transport)							
REMOVE INLET VENT SCREENS	20	16D	1	*122.7*	*40.9*	*40.9*	4 SCREENS@5MIN/SCREEN
INSERT HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS@1/MIN
INSERT AIR PAD	5	16D	2	*122.7*	*10.2*	*20.5*	1 PAD MOVED BY HAND
REMOVE HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS@1/MIN
TRANSFER HI-STORM TO MPC TRANSFER LOCATION	40	16C	1	*69.7*	*46.5*	*46.5*	200 FEET @ 4FT/MIN
REMOVE HI-STORM LID STUDS/NUTS	10	16A	1	*11.7*	*2.0*	*2.0*	4 BOLTS NO TORQUE
REMOVE HI-STORM LID LIFTING HOLE PLUGS AND INSTALL LID LIFTING SLING	2	16A	1	*11.7*	*0.4*	*0.4*	4 PLUGS AT 2/MIN NO TORQUING
REMOVE GAMMA SHIELD CROSS PLATES	4	16B	1	*205.5*	*13.7*	*13.7*	4 PLATES@1/MIN
REMOVE TEMPERATURE ELEMENTS	8	16B	1	*205.5*	*27.4*	*27.4*	4 TEMP. ELEMENTS @ 2MIN/TEMP. ELEMENT NO TORQUE
REMOVE HI-STORM LID	2	16A	1	*11.7*	*0.4*	*0.4*	4 SHACKLES@2/MIN
INSTALL HI-STORM VENT DUCT SHIELD INSERTS	2	15A	1	*43.9*	*1.5*	*1.5*	4 SHACKLES@2/MIN
INSTALL MATING DEVICE WITH POOL LID	10	15A	1	*43.9*	*7.3*	*7.3*	3 BOLTS AT 2 MINUTES PER BOLT
REMOVE MPC LIFT CLEAT HOLE PLUGS	2	14A	1	*487.4*	*16.2*	*16.2*	4 PLUGS AT 2/MIN NO TORQUING
INSTALL MPC LIFT CLEATS AND MPC SLINGS	2	14A	1	*487.4*	*16.2*	*16.2*	4 PLUGS AT 2/MIN NO TORQUING
ALIGN HI-TRAC OVER HI-STORM AND MATE OVERPACKS	10	13B	2	118.5	19.8	39.5	ALIGNMENT GUIDES USED

† See notes at bottom of Table 10.3.4.

Table 10.3.2c
HI-STORM 100 SYSTEM UNLOADING OPERATIONS USING THE 125-TON HI-TRAC 125D TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
PULL MPC SLINGS THROUGH TOP LID HOLE	10	13A	2	158.5	26.4	52.8	2 SLINGS@5MIN/SLING
INSTALL TRIM PLATES	4	13B	2	118.5	7.9	15.8	INSTALLED BY HAND NO FASTENERS
ATTACH MPC SLING TO LIFTING DEVICE	10	13A	1	158.5	26.4	26.4	2 SLINGS@5MIN/SLING NO BOLTING
CLOSE MATING DEVICE DRAWER AND BOLT-UP POOL LID	36	13B	2	118.5	71.1	142.2	2 PINS@2MIN/PIN, 16 BOLTS @ 2MIN/BOLT
DISCONNECT SLINGS FROM MPC LIFT CLEATS	10	13A	2	158.5	26.4	52.8	2 SLINGS@5MIN/SLING
DOWNEND HI-TRAC ON TRANSPORT FRAME	20	12A	2	26.4	8.8	17.6	ALIGN TRUNNIONS, DISCONNECT LIFT YOKE
TRANSPORT HI-TRAC TO FUEL BUILDING	90	12A	1	26.4	39.6	39.6	DRIVER RECEIVES MOST DOSE
UPEND HI-TRAC	20	12A	2	26.4	8.8	17.6	ALIGN TRUNNIONS, DISCONNECT LIFT YOKE
Section 8.3.3							
PLACE HI-TRAC IN PREPARATION AREA	15	9C	1	117.8	29.5	29.5	100 FT @ 10 FT/MIN (CRANE SPEED)+ 5MIN TO ALIGN
REMOVE TOP LID BOLTS	6	9B	1	37.9	3.8	3.8	24 BOLTS AT 4/MIN (NO TORQUE IMPACT TOOLS)
REMOVE HI-TRAC TOP LID	2	6A	1	18.7	0.6	0.6	4 SHACKLES@2/MIN
ATTACH WATER FILL LINE TO HI-TRAC DRAIN PORT	0.5	9D	1	354.2	3.0	3.0	QUICK DISCONNECT NO TOOLS
INSTALL BOLT PLUGS OR WATERPROOF TAPE FROM HI-TRAC TOP BOLT HOLES	9	8A	1	37.9	5.7	5.7	18 HOLES@2/MIN
CORE DRILL CLOSURE RING AND VENT AND DRAIN PORT COVER PLATES	40	7A	2	18.7	12.5	24.9	20 MINUTES TO INSTALL/ALIGN +10 MIN/COVER
REMOVE CLOSURE RING SECTION AND VENT AND DRAIN PORT COVER PLATES	1	8A	1	37.9	0.6	0.6	2 COVERS@2/MIN NO TOOLS
ATTACH RVOAS	2	8A	1	37.9	1.3	1.3	SINGLE THREADED CONNECTION (1 RVOA)

Table 10.3.2c
HI-STORM 100 SYSTEM UNLOADING OPERATIONS USING THE 125-TON HI-TRAC 125D TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
ATTACH A SAMPLE BOTTLE TO VENT PORT RVOA	0.5	8A	1	37.9	0.3	0.3	1" THREADED FITTING NO TOOLS
GATHER A GAS SAMPLE FROM MPC	0.5	8A	1	37.9	0.3	0.3	SMALL BALL VALVE
CLOSE VENT PORT CAP AND DISCONNECT SAMPLE BOTTLE	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
ATTACH COOL-DOWN SYSTEM TO RVOAs	2	8A	1	37.9	1.3	1.3	1" THREADED FITTING NO TOOLS X 2
DISCONNECT GAS LINES TO VENT AND DRAIN PORT RVOAs	1	8A	1	37.9	0.6	0.6	1" THREADED FITTING NO TOOLS
VACUUM TOP SURFACES OF MPC AND HI-TRAC	10	6A	1	18.7	3.1	3.1	SHOP VACUUM WITH WAND + HAND WIPE
REMOVE ANNULUS SHIELD	1	8A	1	37.9	0.6	0.6	SHIELD PLACED BY HAND
MANUALLY INSTALL INFLATABLE SEAL	10	6A	2	18.7	3.1	6.2	CONSULTATION WITH CALVERT CLIFFS
OPEN NEUTRON SHIELD JACKET DRAIN VALVE	2	5C	1	82.7	2.8	2.8	SINGLE THREADED CONNECTION
CLOSE NEUTRON SHIELD JACKET DRAIN VALVE	2	5C	1	82.7	2.8	2.8	SINGLE THREADED CONNECTION
REMOVE MPC LID LIFTING HOLE PLUGS	2	5A	1	37.3	1.2	1.2	4 PLUGS AT 2/MIN NO TORQUING
ATTACH LID RETENTION SYSTEM	12	5A	1	37.3	7.5	7.5	24 BOLTS @ 2 MINUTES/BOLT
ATTACH ANNULUS OVERPRESSURE SYSTEM	0.5	5C	1	82.7	0.7	0.7	QUICK DISCONNECT NO TOOLS
POSITION HI-TRAC OVER CASK LOADING AREA	10	5C	1	82.7	13.8	13.8	100 FT @ 10 FT/MIN (CRANE SPEED)
LOWER HI-TRAC INTO SPENT FUEL POOL	8.5	3C	1	117.8	16.7	16.7	17 FEET @ 2 FT/MIN (CRANE SPEED)
REMOVE LID RETENTION BOLTS	12	3B	1	46.4	9.3	9.3	24 BOLTS @ 2/MINUTE
PLACE HI-TRAC ON FLOOR	20	2	2	2.0	0.7	1.3	40 FEET @ 2 FT/MINUTE (CRANE SPEED)
REMOVE MPC LID	20	2	2	2.0	0.7	1.3	CONSULTATION WITH CALVERT CLIFFS

Table 10.3.2c
HI-STORM 100 SYSTEM UNLOADING OPERATIONS USING THE 125-TON HI-TRAC 125D TRANSFER CASK ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
Section 8.3.4							
REMOVE SPENT FUEL ASSEMBLIES FROM MPC	1020	1	2	1.0	17.0	34.0	15 MINUTES PER ASSEMBLY/68 ASSY
TOTAL							***787.5* PERSON-MREM**

Table 10.3.3a
MPC TRANSFER INTO THE HI-STORM 100 SYSTEM DIRECTLY FROM TRANSPORT USING THE 125-TON HI-TRAC TRANSFER CASK
ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
Section 8.5.2							
MEASURE HI-STAR DOSE RATES	16	17A	2	14.1	3.8	7.5	16 POINTS@1 POINT/MIN
REMOVE PERSONNEL BARRIER	10	17C	2	21.5	3.6	7.2	ATTACH SLING REMOVE 8 LOCKS
PERFORM REMOVABLE CONTAMINATION SURVEYS	1	17C	1	21.5	0.4	0.4	10 SMEARS@10 SMEARS/MINUTE
REMOVE IMPACT LIMITERS	16	17A	2	14.1	3.8	7.5	ATTACH FRAME REMOVE 22 BOLTS IMPACT TOOLS
REMOVE TIE-DOWN	6	17A	2	14.1	1.4	2.8	ATTACH 2-LEGGED SLING REMOVE 4 BOLTS
PERFORM A VISUAL INSPECTION OF OVERPACK	10	17B	1	9.0	1.5	1.5	CHECKSHEET USED
REMOVE REMOVABLE SHEAR RING SEGMENTS	4	17A	1	14.1	0.9	0.9	4 BOLTS EACH @2/MIN X 2 SEGMENTS
UPEND HI-STAR OVERPACK	20	17B	2	9.0	3.0	6.0	DISCONNECT LIFT YOKE
INSTALL TEMPORARY SHIELD RING SEGMENTS	16	18A	1	7.1	1.9	1.9	8 SEGMENTS @ 2 MIN/SEGMENT
FILL TEMPORARY SHIELD RING SEGMENTS	25	18A	1	7.1	3.0	3.0	230 GAL @10GPM, LONG HANDLED SPRAYER
REMOVE OVERPACK VENT PORT COVER PLATE	2	18A	1	7.1	0.2	0.2	4 BOLTS @2/MIN
ATTACH BACKFILL TOOL	2	18A	1	7.1	0.2	0.2	4 BOLTS @2/MIN
OPEN/CLOSE VENT PORT PLUG	0.5	18A	1	7.1	0.1	0.1	SINGLE TURN BY HAND NO TOOLS
REMOVE CLOSURE PLATE BOLTS	39	18A	2	7.1	4.6	9.2	52 BOLTS@4/MIN X 3 PASSES
REMOVE OVERPACK CLOSURE PLATE	2	18A	1	7.1	0.2	0.2	4 SHACKLES@2/MIN
INSTALL HI-STAR SEAL SURFACE PROTECTOR	2	19B	1	7.1	0.2	0.2	PLACED BY HAND NO TOOLS
INSTALL TRANSFER COLLAR ON HI-STAR	10	19B	2	7.1	1.2	2.4	ALIGN AND POSITION REMOVE 4 SHACKLES
REMOVE MPC LIFT CLEAT HOLE PLUGS	2	19A	1	*487.4*	*16.2*	*16.2*	4 PLUGS AT 2/MIN NO TORQUING

† See notes at bottom of Table 10.3.4.

Table 10.3.3a
MPC TRANSFER INTO THE HI-STORM 100 SYSTEM DIRECTLY FROM TRANSPORT USING THE 125-TON HI-TRAC TRANSFER CASK
ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
INSTALL MPC LIFT CLEATS AND LIFT SLING	25	19A	2	*487.4*	*203.1*	*406.2*	INSTALL CLEATS AND HYDRO TORQUE 4 BOLTS
MATE OVERPACKS	10	20B	2	118.5	19.8	39.5	ALIGNMENT GUIDES USED
REMOVE DOOR LOCKING PINS AND OPEN DOORS	4	20B	2	118.5	7.9	15.8	2 PINS@2/MIN
INSTALL TRIM PLATES	4	20B	2	118.5	7.9	15.8	INSTALLED BY HAND NO FASTENERS
Section 8.5.3							
REMOVE TRIM PLATES	4	20B	2	118.5	7.9	15.8	INSTALLED BY HAND NO FASTENERS
DISCONNECT SLINGS FROM MPC LIFTING DEVICE	10	20A	2	158.5	26.4	52.8	2 SLINGS@5/MIN
INSTALL TRIM PLATES	4	13B	2	118.5	7.9	15.8	INSTALLED BY HAND NO FASTENERS
REMOVE MPC LIFT CLEATS AND MPC LIFT SLINGS	10	14A	1	*487.4*	*81.2*	*81.2*	4 BOLTS,NO TORQUING
INSTALL HOLE PLUGS IN EMPTY MPC BOLT HOLES	2	14A	1	*487.4*	*16.2*	*16.2*	4 PLUGS AT 2/MIN NO TORQUING
REMOVE HI-STORM VENT DUCT SHIELD INSERTS	2	15A	1	*43.9*	*1.5*	*1.5*	4 SHACKLES@2/MIN
REMOVE ALIGNMENT DEVICE	4	15A	1	*43.9*	*2.9*	*2.9*	REMOVED BY HAND NO TOOLS (4 PCS@1/MIN)
INSTALL HI-STORM LID AND INSTALL LID STUDS/NUTS	25	16A	2	*11.7*	*4.9*	*9.8*	INSTALL LID AND HYDRO TORQUE 4 BOLTS
INSTALL HI-STORM EXIT VENT GAMMA SHIELD CROSS PLATES	4	16B	1	*205.5*	*13.7*	*13.7*	4 PCS @ 1/MIN INSTALL BY HAND NO TOOLS
INSTALL TEMPERATURE ELEMENTS	20	16B	1	*205.5*	*68.5*	*68.5*	4@5MIN/TEMPERATURE ELEMENT
INSTALL EXIT VENT SCREENS	20	16B	1	*205.5*	*68.5*	*68.5*	4 SCREENS@5MIN/SCREEN
REMOVE HI-STORM LID LIFTING DEVICE	2	16A	1	*11.7*	*0.4*	*0.4*	4 SHACKLES@2/MIN
INSTALL HOLE PLUGS IN EMPTY HOLES	2	16A	1	*11.7*	*0.4*	*0.4*	4 PLUGS AT 2/MIN NO TORQUING
PERFORM SHIELDING EFFECTIVENESS TESTING	16	16D	1	*122.7*	*32.7*	*32.7*	16POINTS@1 MIN

Table 10.3.3a
MPC TRANSFER INTO THE HI-STORM 100 SYSTEM DIRECTLY FROM TRANSPORT USING THE 125-TON HI-TRAC TRANSFER CASK
ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
SECURE HI-STORM TO TRANSPORT DEVICE	10	16A	1	*11.7*	*2.0*	*2.0*	ASSUMES AIR PAD
TRANSFER HI-STORM TO ITS DESIGNATED STORAGE LOCATION	40	16C	1	*69.7*	*46.5*	*46.5*	200 FEET @ 4FT/MIN
INSERT HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS@1/MIN
REMOVE AIR PAD	5	16D	1	*122.7*	*10.2*	*10.2*	1 PAD MOVED BY HAND
REMOVE HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS@1/MIN
INSTALL INLET VENT SCREENS	20	16D	1	*122.7*	*40.9*	*40.9*	4 SCREENS@5MIN/SCREEN
PERFORM AIR TEMPERATURE RISE TEST	8	16B	1	*205.5*	*27.4*	*27.4*	8 MEASMT@1/MIN
TOTAL						***1068.3* PERSON-MREM**	

Table 10.3.3b
MPC TRANSFER INTO THE HI-STORM 100 SYSTEM DIRECTLY FROM TRANSPORT USING THE 100-TON HI-TRAC TRANSFER CASK
ESTIMATED OPERATIONAL EXPOSURES† (~~46~~*60*,000 MWD/MTU, 3-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
Section 8.5.2							
MEASURE HI-STAR DOSE RATES	16	17A	2	14.1	3.8	7.5	16 POINTS@1 POINT/MIN
REMOVE PERSONNEL BARRIER	10	17C	2	21.5	3.6	7.2	ATTACH SLING REMOVE 8 LOCKS
PERFORM REMOVABLE CONTAMINATION SURVEYS	1	17C	1	21.5	0.4	0.4	10 SMEARS@10 SMEARS/MINUTE
REMOVE IMPACT LIMITERS	16	17A	2	14.1	3.8	7.5	ATTACH FRAME REMOVE 22 BOLTS IMPACT TOOLS
REMOVE TIE-DOWN	6	17A	2	14.1	1.4	2.8	ATTACH 2-LEGGED SLING REMOVE 4 BOLTS
PERFORM A VISUAL INSPECTION OF OVERPACK	10	17B	1	9.0	1.5	1.5	CHECKSHEET USED
REMOVE REMOVABLE SHEAR RING SEGMENTS	4	17A	1	14.1	0.9	0.9	4 BOLTS EACH @2/MIN X 2 SEGMENTS
UPEND HI-STAR OVERPACK	20	17B	2	9.0	3.0	6.0	DISCONNECT LIFT YOKE
INSTALL TEMPORARY SHIELD RING SEGMENTS	16	18A	1	*6.9*	*1.8*	*1.8*	8 SEGMENTS @ 2 MIN/SEGMENT
FILL TEMPORARY SHIELD RING SEGMENTS	25	18A	1	*6.9*	*2.9*	*2.9*	230 GAL @10GPM, LONG HANDLED SPRAYER
REMOVE OVERPACK VENT PORT COVER PLATE	2	18A	1	*6.9*	*0.2*	*0.2*	4 BOLTS @2/MIN
ATTACH BACKFILL TOOL	2	18A	1	*6.9*	*0.2*	*0.2*	4 BOLTS @2/MIN
OPEN/CLOSE VENT PORT PLUG	0.5	18A	1	*6.9*	*0.1*	*0.1*	SINGLE TURN BY HAND NO TOOLS
REMOVE CLOSURE PLATE BOLTS	39	18A	2	*6.9*	*4.5*	*9.0*	52 BOLTS@4/MIN X 3 PASSES
REMOVE OVERPACK CLOSURE PLATE	2	18A	1	*6.9*	*0.2*	*0.2*	4 SHACKLES@2/MIN
INSTALL HI-STAR SEAL SURFACE PROTECTOR	2	19B	1	*6.9*	*0.2*	*0.2*	PLACED BY HAND NO TOOLS
INSTALL TRANSFER COLLAR ON HI-STAR	10	19B	2	*6.9*	*1.2*	*2.3*	ALIGN AND POSITION REMOVE 4 SHACKLES
REMOVE MPC LIFT CLEAT HOLE PLUGS	2	19A	1	*487.4*	*16.2*	*16.2*	4 PLUGS AT 2/MIN NO TORQUING

† See notes at bottom of Table 10.3.4.

Table 10.3.3b
MPC TRANSFER INTO THE HI-STORM 100 SYSTEM DIRECTLY FROM TRANSPORT USING THE 100-TON HI-TRAC TRANSFER CASK
ESTIMATED OPERATIONAL EXPOSURES† (~~46~~*60*,000 MWD/MTU, 3-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
INSTALL MPC LIFT CLEATS AND LIFT SLING	25	19A	2	*487.4*	*203.1*	*406.2*	INSTALL CLEATS AND HYDRO TORQUE 4 BOLTS
MATE OVERPACKS	10	20B	2	*692.0*	*115.3*	*230.7*	ALIGNMENT GUIDES USED
REMOVE DOOR LOCKING PINS AND OPEN DOORS	4	20B	2	*692.0*	*46.1*	*92.3*	2 PINS@2/MIN
INSTALL TRIM PLATES	4	20B	2	*692.0*	*46.1*	*92.3*	INSTALLED BY HAND NO FASTENERS
Section 8.5.3							
REMOVE TRIM PLATES	4	20B	2	*692.0*	*46.1*	*92.3*	INSTALLED BY HAND NO FASTENERS
DISCONNECT SLINGS FROM MPC LIFTING DEVICE	10	20A	2	*363.8*	*60.6*	*121.3*	2 SLINGS@5/MIN
REMOVE TRIM PLATES	4	13B	2	*692.0*	*46.1*	*92.3*	INSTALLED BY HAND NO FASTENERS
REMOVE MPC LIFT CLEATS AND MPC LIFT SLINGS	10	14A	1	*487.4*	*81.2*	*81.2*	4 BOLTS,NO TORQUING
INSTALL HOLE PLUGS IN EMPTY MPC BOLT HOLES	2	14A	1	*487.4*	*16.2*	*16.2*	4 PLUGS AT 2/MIN NO TORQUING
REMOVE HI-STORM VENT DUCT SHIELD INSERTS	2	15A	1	*43.9*	*1.5*	*1.5*	4 SHACKLES@2/MIN
REMOVE ALIGNMENT DEVICE	4	15A	1	*43.9*	*2.9*	*2.9*	REMOVED BY HAND NO TOOLS (4 PCS@1/MIN)
INSTALL HI-STORM LID AND INSTALL LID STUDS/NUTS	25	16A	2	*11.7*	*4.9*	*9.8*	INSTALL LID AND HYDRO TORQUE 4 BOLTS
INSTALL HI-STORM EXIT VENT GAMMA SHIELD CROSS PLATES	4	16B	1	*205.5*	*13.7*	*13.7*	4 PCS @ 1/MIN INSTALL BY HAND NO TOOLS
INSTALL TEMPERATURE ELEMENTS	20	16B	1	*205.5*	*68.5*	*68.5*	4@5MIN/TEMPERATURE ELEMENT
INSTALL EXIT VENT SCREENS	20	16B	1	*205.5*	*68.5*	*68.5*	4 SCREENS@5MIN/SCREEN
REMOVE HI-STORM LID LIFTING DEVICE	2	16A	1	*11.7*	*0.4*	*0.4*	4 SHACKLES@2/MIN
INSTALL HOLE PLUGS IN EMPTY HOLES	2	16A	1	*11.7*	*0.4*	*0.4*	4 PLUGS AT 2/MIN NO TORQUING
PERFORM SHIELDING EFFECTIVENESS TESTING	16	16D	1	*122.7*	*32.7*	*32.7*	16POINTS@1 MIN

Table 10.3.3b
MPC TRANSFER INTO THE HI-STORM 100 SYSTEM DIRECTLY FROM TRANSPORT USING THE 100-TON HI-TRAC TRANSFER CASK
ESTIMATED OPERATIONAL EXPOSURES[†] (~~46~~*60*,000 MWD/MTU, 3-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
SECURE HI-STORM TO TRANSPORT DEVICE	10	16A	1	*11.7*	*2.0*	*2.0*	ASSUMES AIR PAD
TRANSFER HI-STORM TO ITS DESIGNATED STORAGE LOCATION	40	16C	1	*69.7*	*46.5*	*46.5*	200 FEET @ 4FT/MIN
INSERT HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS@1/MIN
REMOVE AIR PAD	5	16D	1	*122.7*	*10.2*	*10.2*	1 PAD MOVED BY HAND
REMOVE HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS@1/MIN
INSTALL INLET VENT SCREENS	20	16D	1	*122.7*	*40.9*	*40.9*	4 SCREENS@5MIN/SCREEN
PERFORM AIR TEMPERATURE RISE TEST	8	16B	1	*205.5*	*27.4*	*27.4*	8 MEASMT@1/MIN
TOTAL						***1633.3* PERSON-MREM**	

Table 10.3.3c
MPC TRANSFER INTO THE HI-STORM 100 SYSTEM DIRECTLY FROM TRANSPORT USING THE 125-TON HI-TRAC 125D TRANSFER CASK
ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
Section 8.5.2							
MEASURE HI-STAR DOSE RATES	16	17A	2	14.1	3.8	7.5	16 POINTS@1 POINT/MIN
REMOVE PERSONNEL BARRIER	10	17C	2	21.5	3.6	7.2	ATTACH SLING REMOVE 8 LOCKS
PERFORM REMOVABLE CONTAMINATION SURVEYS	1	17C	1	21.5	0.4	0.4	10 SMEARS@10 SMEARS/MINUTE
REMOVE IMPACT LIMITERS	16	17A	2	14.1	3.8	7.5	ATTACH FRAME REMOVE 22 BOLTS IMPACT TOOLS
REMOVE TIE-DOWN	6	17A	2	14.1	1.4	2.8	ATTACH 2-LEGGED SLING REMOVE 4 BOLTS
PERFORM A VISUAL INSPECTION OF OVERPACK	10	17B	1	9.0	1.5	1.5	CHECKSHEET USED
REMOVE REMOVABLE SHEAR RING SEGMENTS	4	17A	1	14.1	0.9	0.9	4 BOLTS EACH @2/MIN X 2 SEGMENTS
UPEND HI-STAR OVERPACK	20	17B	2	9.0	3.0	6.0	DISCONNECT LIFT YOKE
INSTALL TEMPORARY SHIELD RING SEGMENTS	16	18A	1	7.1	1.9	1.9	8 SEGMENTS @ 2 MIN/SEGMENT
FILL TEMPORARY SHIELD RING SEGMENTS	25	18A	1	7.1	3.0	3.0	230 GAL @10GPM, LONG HANDLED SPRAYER
REMOVE OVERPACK VENT PORT COVER PLATE	2	18A	1	7.1	0.2	0.2	4 BOLTS @2/MIN
ATTACH BACKFILL TOOL	2	18A	1	7.1	0.2	0.2	4 BOLTS @2/MIN
OPEN/CLOSE VENT PORT PLUG	0.5	18A	1	7.1	0.1	0.1	SINGLE TURN BY HAND NO TOOLS
REMOVE CLOSURE PLATE BOLTS	39	18A	2	7.1	4.6	9.2	52 BOLTS@4/MIN X 3 PASSES
REMOVE OVERPACK CLOSURE PLATE	2	18A	1	6.7	0.2	0.2	4 SHACKLES@2/MIN

† See notes at bottom of Table 10.3.4.

Table 10.3.3c
MPC TRANSFER INTO THE HI-STORM 100 SYSTEM DIRECTLY FROM TRANSPORT USING THE 125-TON HI-TRAC 125D TRANSFER CASK
ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
INSTALL HI-STAR SEAL SURFACE PROTECTOR	2	19B	1	7.1	0.2	0.2	PLACED BY HAND NO TOOLS
INSTALL MATING DEVICE ON HI-STAR	20	19B	2	7.1	2.4	4.7	ALIGN AND BOLT INTO PLACE
REMOVE MPC LIFT CLEAT HOLE PLUGS	2	19A	1	*487.4*	*16.2*	*16.2*	4 PLUGS AT 2/MIN NO TORQUING
INSTALL MPC LIFT CLEATS AND LIFT SLING	25	19A	2	*487.4*	*203.1*	*406.2*	INSTALL CLEATS AND HYDRO TORQUE 4 BOLTS
MATE OVERPACKS	10	20B	2	118.5	19.8	39.5	ALIGNMENT GUIDES USED
REMOVE LOCKING PINS AND OPEN DRAWER	4	20B	2	118.5	7.9	15.8	2 PINS@2/MIN
INSTALL TRIM PLATES	4	20B	2	118.5	7.9	15.8	INSTALLED BY HAND NO FASTENERS
Section 8.5.3							
REMOVE TRIM PLATES	4	20B	2	118.5	7.9	15.8	INSTALLED BY HAND NO FASTENERS
RAISE THE POOL LID AND BOLT INTO PLACE ON HI-TRAC	32	20B	2	118.5	63.2	126.4	2 MINS/BOLT, 16 BOLTS
DISCONNECT SLINGS FROM MPC LIFTING DEVICE	10	20A	2	158.5	26.4	52.8	2 SLINGS@5/MIN
INSTALL TRIM PLATES	4	13B	2	118.5	7.9	15.8	INSTALLED BY HAND NO FASTENERS
REMOVE MPC LIFT CLEATS AND MPC LIFT SLINGS	10	14A	1	*487.4*	*81.2*	*81.2*	4 BOLTS,NO TORQUING
INSTALL HOLE PLUGS IN EMPTY MPC BOLT HOLES	2	14A	1	*487.4*	*16.2*	*16.2*	4 PLUGS AT 2/MIN NO TORQUING
REMOVE HI-STORM VENT DUCT SHIELD INSERTS	2	15A	1	*43.9*	*1.5*	*1.5*	4 SHACKLES@2/MIN
REMOVE THE MATINGE DEVICE	6	15A	1	*43.9*	*4.4*	*4.4*	3 BOLTS AT 2 MINUTES PER BOLTS
INSTALL HI-STORM LID AND INSTALL LID STUDS/NUTS	25	16A	2	*11.7*	*4.9*	*9.8*	INSTALL LID AND HYDRO TORQUE 4 BOLTS

Table 10.3.3c
MPC TRANSFER INTO THE HI-STORM 100 SYSTEM DIRECTLY FROM TRANSPORT USING THE 125-TON HI-TRAC 125D TRANSFER CASK
ESTIMATED OPERATIONAL EXPOSURES† (75,000 MWD/MTU, 5-YEAR COOLED PWR FUEL)

ACTION	DURATION (MINUTES)	OPERATOR LOCATION (FIGURE 10.3.1)	NUMBER OF OPERATORS	DOSE RATE AT OPERATOR LOCATION (MREM/HR)	DOSE TO INDIVIDUAL (MREM)	TOTAL DOSE (PERSON-MREM)	ASSUMPTIONS
INSTALL HI-STORM EXIT VENT GAMMA SHIELD CROSS PLATES	4	16B	1	*205.5*	*13.7*	*13.7*	4 PCS @ 1/MIN INSTALL BY HAND NO TOOLS
INSTALL TEMPERATURE ELEMENTS	20	16B	1	*205.5*	*68.5*	*68.5*	4@5MIN/TEMPERATURE ELEMENT
INSTALL EXIT VENT SCREENS	20	16B	1	*205.5*	*68.5*	*68.5*	4 SCREENS@5MIN/SCREEN
REMOVE HI-STORM LID LIFTING DEVICE	2	16A	1	*11.7*	*0.4*	*0.4*	4 SHACKLES@2/MIN
INSTALL HOLE PLUGS IN EMPTY HOLES	2	16A	1	*11.7*	*0.4*	*0.4*	4 PLUGS AT 2/MIN NO TORQUING
PERFORM SHIELDING EFFECTIVENESS TESTING	16	16D	1	*122.7*	*32.7*	*32.7*	16POINTS@1 MIN
SECURE HI-STORM TO TRANSPORT DEVICE	10	16A	1	*11.7*	*2.0*	*2.0*	ASSUMES AIR PAD
TRANSFER HI-STORM TO ITS DESIGNATED STORAGE LOCATION	40	16C	1	*69.7*	*46.5*	*46.5*	200 FEET @ 4FT/MIN
INSERT HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS @1/MIN
REMOVE AIR PAD	5	16D	1	*122.7*	*10.2*	*10.2*	1 PAD MOVED BY HAND
REMOVE HI-STORM LIFTING JACKS	4	16D	1	*122.7*	*8.2*	*8.2*	4 JACKS @1/MIN
INSTALL INLET VENT SCREENS	20	16D	1	*122.7*	*40.9*	*40.9*	4 SCREENS@5MIN/SCREEN
PERFORM AIR TEMPERATURE RISE TEST	8	16B	1	*205.5*	*27.4*	*27.4*	8 MEASMT@1/MIN
TOTAL							***1198.6* PERSON–MREM**

Table 10.3.4
ESTIMATED EXPOSURES FOR HI-STORM 100 SURVEILLANCE AND MAINTENANCE

ACTIVITY	ESTIMATED PERSONNEL	ESTIMATED HOURS PER YEAR	ESTIMATED DOSE RATE (MREM/HR)	OCCUPATIONAL DOSE TO INDIVIDUAL (PERSON-MREM)
SECURITY SURVEILLANCE	1	30	3	90
ANNUAL MAINTENANCE	2	15	10	300

Notes for Tables 10.3.1a, 10.3.1b, 10.3.1c, 10.3.2a, 10.3.2b, 10.3.2c, 10.3.3a, 10.3.3b, 10.3.3c and 10..3.4:

1. Refer to Chapter 8 for detailed description of activities.
2 Number of operators may be set to 1 to simplify calculations where the duration is indirectly proportional to the number of operators. The total dose is equivalent in both respects.
3 HI-STAR 100 Operations assume that the cooling time is at least 10 years.

10.4 ESTIMATED COLLECTIVE DOSE ASSESSMENT

10.4.1 Controlled Area Boundary Dose for Normal Operations

10CFR72.104 [10.0.1] limits the annual dose equivalent to any real individual at the controlled area boundary to a maximum of 25 mrem to the whole body, 75 mrem to the thyroid, and 25 mrem for any other critical organ. This includes contributions from all uranium fuel cycle operations in the region.

It is not feasible to predict bounding controlled area boundary dose rates on a generic basis since radiation from plant and other sources; the location and the layout of an ISFSI; and the number and configuration of casks are necessarily site-specific. In order to compare the performance of the HI-STORM 100 System with the regulatory requirements, sample ISFSI arrays were analyzed in Chapter 5. These represent a full array of design basis fuel assemblies. Users are required to perform a site specific dose analysis for their particular situation in accordance with 10CFR72.212 [10.0.1]. The analysis must account for the ISFSI (size, configuration, fuel assembly specifics) and any other radiation from uranium fuel cycle operations within the region.

Table 5.1.9 presents dose rates at various distances from sample ISFSI arrays for the design basis burnup and cooling time which results in the highest off-site dose for the combination of maximum burnup and minimum cooling times analyzed in Chapter 5. 10CFR72.106 [10.0.1] specifies that the minimum distance from the ISFSI to the controlled area boundary is 100 meters. Therefore this was the minimum distance analyzed in Chapter 5. As a summary of Chapter 5, Table 10.4.1 presents the annual dose results for a single overpack at 100 and ~~250~~ *350* meters and a 2x5 array of HI-STORM 100 systems at ~~450~~ *550* meters. These annual doses are based on a full array of design basis fuel with a burnup of ~~47,500~~*60,000* MWD/MTU and 3-year cooling. This burnup and cooling time combination conservatively bounds the allowable burnup and cooling times listed in Section 2.1.9. In addition, 100% occupancy (8760 hours) is conservatively assumed. In the calculation of the annual dose, the casks were positioned on an infinite slab of soil to account for earth-shine effects. These results indicate that the calculated annual dose is less than the regulatory limit of 25 mrem/year at a distance of ~~250~~ *350* meters for a single cask and at ~~450~~ *550* meters for a 2x5 array of HI-STORM 100 Systems containing design basis fuel. These results are presented only as an illustration to demonstrate that the HI-STORM 100 System is in compliance with 10CFR72.104[10.0.1]. Neither the distances nor the array configurations become part of the Technical Specifications. Rather, users are required to perform a site specific analyses to demonstrate compliance with 10CFR72.104[10.0.1] contributors and 10CFR20[10.1.1].

An additional contributor to the controlled area boundary dose is the loaded HI-TRAC transfer cask, if the HI-TRAC is to be used at the ISFSI outside of the fuel building. Table 10.4.2 provides dose rates at 100, 200, and 300 meters for a 100-ton HI-TRAC transfer cask loaded with design basis fuel. The 100-ton HI-TRAC dose rates bound the 125-ton HI-TRAC by large margins. Based on the short duration that the loaded HI-

TRAC is used outside at the ISFSI, the HI-STORM 100 System is in compliance with 10CFR72.104[10.0.1] when worst-case design basis fuel is loaded in all fuel cell locations. However, users are required to perform a site specific analysis to demonstrate compliance with 10CFR72.104[10.0.1] and 10CFR20[10.1.1] taking into account the actual site boundary distance and fuel characteristics.

Section 7.1 provides a discussion as to how the Holtec MPC design, welding, testing, and inspection requirements meet the guidance of ISG-18 such that leakage from the confinement boundary may be considered non-credible. Therefore, there is no additional dose contribution due to leakage from the welded MPC. The site licensee is required to perform a site-specific dose evaluation of all dose contributors as part of the ISFSI design. This evaluation will account for the location of the controlled area boundary, the total number of casks on the ISFSI and the effects of the radiation from uranium fuel cycle operations within the region.

10.4.2 Controlled Area Boundary Dose for Off-Normal Conditions

As demonstrated in Section 11.1, the postulated off-normal conditions (off-normal pressure, off-normal environmental temperatures, leakage of one MPC weld, partial blockage of air inlets, and off-normal handling of HI-TRAC) do not result in the degradation of the HI-STORM 100 System shielding effectiveness. Therefore, the dose at the controlled area boundary from direct radiation for off-normal conditions is equal to that of normal conditions.

10.4.3 Controlled Area Boundary Dose for Accident Conditions

10CFR72.106 [10.0.1] specifies ~~that~~ the maximum doses allowed to any individual at the controlled area boundary from any design basis accident (See Subsection 10.1.2). In addition, it is specified that the minimum distance from the ISFSI to the controlled area boundary be at least 100 meters.

Chapter 11 presents the results of the evaluations performed to demonstrate that the HI-STORM 100 System can withstand the effects of all accident conditions and natural phenomena without the corresponding radiation doses exceeding the requirements of 10CFR72.106 [10.0.1]. The accident events addressed in Chapter 11 include: handling accidents, tip-over, fire, tornado, flood, earthquake, 100 percent fuel rod rupture, confinement boundary leakage, explosion, lightning, burial under debris, extreme environmental temperature, partial blockage of MPC basket air inlets, and 100% blockage of air inlets.

The worst-case shielding consequence of the accidents evaluated in Section 11.2 for the loaded HI-STORM overpack assumes that as a result of a fire, the outer-most one inch of the concrete experiences temperatures above the concrete's design temperature. Therefore, the shielding effectiveness of this outer-most one inch of concrete is degraded.

However, with over 25 inches of concrete providing shielding, the loss of one inch will have a negligible effect on the dose at the controlled area boundary.

The worst case shielding consequence of the accidents evaluated in Section 11.2 for the loaded HI-TRAC transfer cask assumes that as a result of a fire, tornado missile, or handling accident, the all the water in the water jacket is lost. The shielding analysis of the 100-ton HI-TRAC transfer cask with complete loss of the water from the water jacket is discussed in Section 5.1.2. These results bound those for the 125-Ton HI-TRAC transfer cask by a large margin. The results in that section show that the resultant dose rate at the 100-meter controlled area boundary would be approximately 4.~~28~~ *22* mrem/hour for the loaded HI-TRAC transfer cask during the accident condition. At the calculated dose rate, it would take approximately ~~48~~ *49* days for the dose at the controlled area boundary to reach 5 rem. This length of time is sufficient to implement and complete the corrective actions outlined in Chapter 11. Therefore, the dose requirement of 10CFR72.106 [10.0.1] is satisfied. Once again, this dose is calculated assuming design basis fuel in all fuel cell locations. Users will need to perform site-specific analysis considering the actual site boundary distance and fuel characteristics.

Table 10.4.1

ANNUAL DOSE FOR ARRAYS OF HI-STORM 100*S VERSION B* OVERPACKS
WITH DESIGN BASIS ZIRCALOY CLAD FUEL
~~47,500~~*60,000* MWD/MTU AND 3-YEAR COOLING

Array Configuration	**1 Cask**	**1 Cask**	**2x5 Array**
Annual Dose (mrem/year)†	*883.27*	*19.26*	*16.34*
Distance to Controlled Area Boundary (meters)††, †††	100	~~250~~*350*	~~450~~*550*

† 100% occupancy is assumed.

†† Dose location is at the center of the long side of the array.

††† Actual controlled area boundary dose rates will be lower because the maximum permissible burnup for 3-year cooling as specified in the Section 2.1.9 is lower than the burnup analyzed for the design basis fuel used in this table.

Table 10.4.2
DOSE RATE FOR THE 100-TON HI-TRAC TRANSFER CASK
WITH DESIGN BASIS ZIRCALOY CLAD FUEL

Fuel Burnup & Cooling Time	100 Meters	200 Meters	300 Meters
~~46~~*60*,000 MWD/MTU & 3 Years	~~0.98~~*0.91* mrem/hr	~~0.15~~*0.14* mrem/hr	~~0.04~~*0.04* mrem/hr
~~75,000 MWD/MTU & 5 Years~~	~~0.80 mrem/hr~~	~~0.12 mrem/hr~~	~~0.03 mrem/hr~~

CHAPTER 11[†]: ACCIDENT ANALYSIS

This chapter presents the evaluation of the HI-STORM 100 System for the effects of off-normal and postulated accident conditions. The design basis off-normal and postulated accident events, including those resulting from mechanistic and non-mechanistic causes as well as those caused by natural phenomena, are identified in Subsections 2.2.2 and 2.2.3. For each postulated event, the event cause, means of detection, consequences, and corrective action are discussed and evaluated. As applicable, the evaluation of consequences includes structural, thermal, shielding, criticality, confinement, and radiation protection evaluations for the effects of each design event.

The structural, thermal, shielding, criticality, and confinement features and performance of the HI-STORM 100 System are discussed in Chapters 3, 4, 5, 6, and 7. The evaluations provided in this chapter are based on the design features and evaluations described therein.

Chapter 11 is in full compliance with NUREG-1536; no exceptions are taken.

11.1 OFF-NORMAL CONDITIONS

Off-normal operations, as defined in accordance with ANSI/ANS-57.9, are those conditions, which, although not occurring regularly, are expected to occur no more than once a year. In this section, design events pertaining to off-normal operation for expected operational occurrences are considered. The off-normal conditions are listed in Subsection 2.2.2.

The following off-normal operation events have been considered in the design of the HI-STORM 100:

Off-Normal Pressure
Off-Normal Environmental Temperature
Leakage of One MPC Seal Weld
Partial Blockage of Air Inlets
Off-Normal Handling of HI-TRAC Transfer Cask
Malfunction of FHD System
SCS Power Failure
Off-Normal Loads[‡]

† —This chapter has been prepared in the format and section organization set forth in Regulatory Guide 3.61. However, the material content of this chapter also fulfills the requirements of NUREG-1536. Pagination and numbering of sections, figures, and tables are consistent with the convention set down in Chapter 1, Section 1.0, herein. Finally, all terms-of-art used in this chapter are consistent with the terminology of the glossary (Table 1.0.1). This chapter has been substantially revised in support of LAR#3 to enhance clarity of presentation and evaluation of results. Because of extensive editing a clean chapter is issued with this amendment.

‡ ——Off-normal load combinations are defined in Chapter 2, Table 2.2.14 and evaluated in Chapter 3, Section 3.4.

For each event, the postulated cause of the event, detection of the event, analysis of the event effects and consequences, corrective actions, and radiological impact from the event are presented.

The results of the evaluations performed herein demonstrate that the HI-STORM 100 System can withstand the effects of off-normal events without affecting function, and are in compliance with the applicable acceptance criteria. The following subsections present the evaluation of the HI-STORM 100 System for the design basis off-normal conditions that demonstrate that the requirements of 10CFR72.122 are satisfied, and that the corresponding radiation doses satisfy the requirements of 10CFR72.104(a) and 10CFR20.

11.1.1 Off-Normal Pressures

The sole pressure boundary in the HI-STORM 100 System is the MPC enclosure vessel. The off-normal pressure condition is specified in Subsection 2.2.2. The off-normal pressure for the MPC internal cavity is a function of the initial helium fill pressure and the temperature reached within the MPC cavity under normal storage. The MPC internal pressure is evaluated with 10% of the fuel rods ruptured and 100% of the rods fill gas and 30% of the fission gases released to the cavity.

11.1.1.1 Postulated Cause of Off-Normal Pressure

After fuel assembly loading, the MPC is drained, dried, and backfilled with an inert gas (helium) to assure long-term fuel cladding integrity during dry storage. Therefore, the probability of failure of intact fuel rods in dry storage is low. Nonetheless, the event is postulated and evaluated.

11.1.1.2 Detection of Off-Normal Pressure

The HI-STORM 100 System is designed to withstand the MPC off-normal internal pressure without any effects on its ability to meet its safety requirements. There is no requirement for detection of off-normal pressure and, therefore, no monitoring is required.

11.1.1.3 Analysis of Effects and Consequences of Off-Normal Pressure

The MPC off normal internal pressure is reported in Subsection 4.6.1 for the following conditions: limiting fuel storage scenario, tech. spec. maximum helium backfill and 10% rod rupture with 100% of rod fill gas and 30% of gaseous fission products released into the MPC cavity. The analysis shows that the MPC pressure remains below the design MPC internal pressure (Table 2.2.1).

It should be noted that this bounding temperature rise does not take any credit for the increase in thermosiphon action that would accompany the pressure increase that results from both the temperature rise and the addition of the gaseous fission products to the MPC cavity. As any such increase in thermosiphon action would decrease the temperature rise, the calculated pressure is higher than would actually occur.

Structural

The structural evaluation of the MPC enclosure vessel for off-normal internal pressure conditions is discussed in Section 3.4. The stresses resulting from the off-normal pressure are confirmed to be bounded by the applicable pressure boundary stress limits.

Thermal

The MPC internal pressure for off-normal conditions is reported in Subsection 4.6.1. The design basis internal pressure for off-normal conditions used in the structural evaluation (Table 2.2.1) bounds the off-normal condition pressure. .

Shielding

There is no effect on the shielding performance of the system as a result of this off-normal event.

Criticality

There is no effect on the criticality control features of the system as a result of this off-normal event.

Confinement

There is no effect on the confinement function of the MPC as a result of this off-normal event. As discussed in the structural evaluation above, all stresses remain within allowable values, assuring confinement boundary integrity.

Radiation Protection

Since there is no degradation in shielding or confinement capabilities as discussed above, there is no effect on occupational or public exposures as a result of this off-normal event.

Based on this evaluation, it is concluded that the off-normal pressure does not affect the safe operation of the HI-STORM 100 System.

11.1.1.4 Corrective Action for Off-Normal Pressure

The HI-STORM 100 System is designed to withstand the off-normal pressure without any effects on its ability to maintain safe storage conditions. There is no corrective action requirement for off-normal pressure.

11.1.1.5 Radiological Impact of Off-Normal Pressure

The event of off-normal pressure has no radiological impact because the confinement barrier and shielding integrity are not affected.

11.1.2 Off-Normal Environmental Temperatures

The HI-STORM 100 System is designed for use at any site in the United States. Off-normal environmental temperatures of -40 to 100°F (HI-STORM overpack) and 0 to 100°F (HI-TRAC transfer cask) have been conservatively selected to bound off-normal temperatures at these sites. The off-normal temperature range affects the entire HI-STORM 100 System and must be evaluated against the allowable component design temperatures. The off-normal temperatures are evaluated against the off-normal condition temperature limits listed in Table 2.2.3.

11.1.2.1 Postulated Cause of Off-Normal Environmental Temperatures

The off-normal environmental temperature is postulated as a constant ambient temperature caused by extreme weather conditions. To determine the effects of the off-normal temperatures, it is conservatively assumed that these temperatures persist for a sufficient duration to allow the HI-STORM 100 System to achieve thermal equilibrium. Because of the large mass of the HI-STORM 100 System with its corresponding large thermal inertia and the limited duration for the off-normal temperatures, this assumption is conservative.

11.1.2.2 Detection of Off-Normal Environmental Temperatures

The HI-STORM 100 System is designed to withstand the off-normal environmental temperatures without any effects on its ability to maintain safe storage conditions. There is no requirement for detection of off-normal environmental temperatures for the HI-STORM overpack and MPC. Chapter 2 provides operational limitations to the use of the HI-TRAC transfer cask at temperatures of ≤32°F and prohibits use of the HI-TRAC transfer cask below 0°F.

11.1.2.3 Analysis of Effects and Consequences of Off-Normal Environmental Temperatures

The off-normal event considers an environmental temperature of 100°F with insolation for a duration sufficient to reach thermal equilibrium. The evaluation is performed for a limiting fuel storage configuration. The Off-Normal ambient temperature condition is evaluated in Subsection 4.6.1. The results are in compliance with off-normal temperature and pressure limits in Tables 2.2.1 and 2.2.3.

The off-normal event considering an environmental temperature of -40°F and no solar insolation for a duration sufficient to reach thermal equilibrium is evaluated with respect to material design temperatures of the HI-STORM overpack. The HI-STORM overpack and MPC are conservatively assumed to reach -40°F throughout the structure. The minimum off-normal environmental temperature specified for the HI-TRAC transfer cask is 0°F and the HI-TRAC is conservatively assumed to reach 0°F throughout the structure. For ambient temperatures from 0° to 32°F, antifreeze must be added to the demineralized water in the water jacket to prevent freezing. Chapter 3, Subsection 3.1.2, details the structural analysis and testing performed to assure prevention of brittle fracture failure of the HI-STORM 100 System.

Structural

The effect on the MPC for the upper off-normal thermal conditions (i.e., 100°F) is an increase in the internal pressure. As shown in Subsection 4.6.1, the resultant pressure is below the off-normal design pressure (Table 2.2.1). The effect of the lower off-normal thermal conditions (i.e., -40°F) requires an evaluation of the potential for brittle fracture. Such an evaluation is presented in Subsection 3.1.2.

Thermal

The resulting off-normal system and fuel assembly cladding temperatures for the hot conditions are provided in Subsection 4.6.1 for the HI-STORM overpack and MPC. As can be seen from this table, all temperatures for the off-normal environmental temperatures event are within the allowable values for off-normal conditions listed in Table 2.2.3.

Shielding

There is no effect on the shielding performance of the system as a result of this off-normal event.

Criticality

There is no effect on the criticality control features of the system as a result of this off-normal event.

Confinement

There is no effect on the confinement function of the MPC as a result of this off-normal event.

Radiation Protection

Since there is no degradation in shielding or confinement capabilities as discussed above, there is no effect on occupational or public exposures as a result of this off-normal event.

Based on this evaluation, it is concluded that the specified off-normal environmental temperatures do not affect the safe operation of the HI-STORM 100 System.

11.1.2.4 Corrective Action for Off-Normal Environmental Temperatures

The HI-STORM 100 System is designed to withstand the off-normal environmental temperatures without any effects on its ability to maintain safe storage conditions. There are no corrective actions required for off-normal environmental temperatures.

11.1.2.5 Radiological Impact of Off-Normal Environmental Temperatures

Off-normal environmental temperatures have no radiological impact, as the confinement barrier and shielding integrity are not affected.

11.1.3 Leakage of One Seal

The HI-STORM 100 System has a reliable welded boundary to contain radioactive fission products within the confinement boundary. The radioactivity confinement boundary is defined by the MPC shell, baseplate, MPC lid, vent and drain port cover plates, and associated welds. The closure ring provides a redundant welded closure to the release of radioactive material from the MPC cavity through the field-welded MPC lid closures. Confinement boundary welds are inspected by radiography or ultrasonic examination except for field welds that are examined by the liquid penetrant method on the root (for multi-pass welds) and final pass, at a minimum. Field welds are performed on the MPC lid, the MPC vent and drain port covers, and the MPC closure ring. The welds on the vent and drain port cover plates are leakage tested. Additionally, the MPC lid weld is subjected to a pressure test to verify its integrity.

Section 7.1 provides a discussion as to how the MPC design, welding, testing and inspection requirements meet the guidance of ISG-18 such that leakage from the confinement boundary may be considered non-credible.

11.1.3.1 Postulated Cause of Leakage of One Seal in the Confinement Boundary

There is no credible cause for the leakage of one seal in the confinement boundary. The conditions analyzed in Chapter 3 shows that the confinement boundary components are maintained within their Code-allowable stress limits under all normal and off-normal storage conditions. The MPC lid-to-shell weld meets the requirements of ISG-18, such that leakage from the confinement boundary is not considered credible. Therefore, there is no event that could cause leakage of one seal in the confinement boundary.

11.1.3.2 Detection of Leakage of One Seal in the Confinement Boundary

The HI-STORM 100 System is designed such that leakage of one ~~field weld~~ seal in the confinement boundary is not considered a credible scenario. Therefore, there is no requirement to detect leakage from one seal.

11.1.3.3 Corrective Action for Leakage of One Seal in the Confinement Boundary

There is no corrective action required for the failure of one weld in the closure system of the confinement boundary. Leakage of one weld in the confinement boundary closure system is not a credible event.

11.1.3.4 Radiological Impact of Leakage of One Seal in the Confinement Boundary

The off-normal event of the failure of one weld in the confinement boundary closure system has no radiological impact because leakage from the confinement barrier is not credible.

11.1.4 Partial Blockage of Air Inlets

The HI-STORM 100 System is designed with debris screens on the inlet and outlet air ducts. These screens ensure the air ducts are protected from the incursion of foreign objects. There are four air inlet ducts 90° apart and it is highly unlikely that blowing debris during normal or off-normal operation could block all air inlet ducts. As required by the design criteria presented in Chapter 2, it is conservatively assumed that two of the four air inlet ducts are blocked. The blocked air inlet ducts are assumed to be completely blocked with an ambient temperature of 80°F (Table 2.2.2), full solar insolation, and maximum SNF decay heat values. This condition is analyzed to demonstrate the inherent thermal stability of the HI-STORM 100 System.

11.1.4.1 Postulated Cause of Partial Blockage of Air Inlets

It is conservatively assumed that the blocked air inlet ducts are completely blocked, although screens prevent foreign objects from entering the ducts. The screens are either inspected periodically or the outlet duct air temperature is monitored. It is, however, possible that blowing debris may block two air inlet ducts of the overpack.

11.1.4.2 Detection of Partial Blockage of Air Inlets

The detection of the partial blockage of air inlet ducts will occur during the routine visual inspection of the screens or temperature monitoring of the outlet duct air. The frequency of inspection is based on an assumed complete blockage of all four air inlet ducts. There is no inspection requirement as a result of the postulated two inlet duct blockage, because the complete blockage of all four air inlet ducts is bounding.

11.1.4.3 Analysis of Effects and Consequences of Partial Blockage of Air Inlets

Structural

There are no structural consequences as a result of this off-normal event.

Thermal

The thermal analysis for the two air inlet ducts blocked off-normal condition is performed in Subsection 4.6.1. The analysis demonstrates that under bounding (steady-state) conditions, no system components exceed the off-normal temperature limits in Table 2.2.3.

Shielding

There is no effect on the shielding performance of the system as a result of this off-normal event.

Criticality

There is no effect on the criticality control features of the system as a result of this off-normal event.

Confinement

There is no effect on the confinement function of the MPC as a result of this off-normal event.

Radiation Protection

Since there is no degradation in shielding or confinement capabilities as discussed above, there is no effect on occupational or public exposures as a result of this off-normal event.

Based on this evaluation, it is concluded that the specified off-normal partial blockage of air inlet ducts event does not affect the safe operation of the HI-STORM 100 System.

11.1.4.4 Corrective Action for Partial Blockage of Air Inlets

The corrective action for the partial blockage of air inlet ducts is the removal, cleaning, and replacement of the affected mesh screens. After clearing of the blockage, the storage module temperatures will return to the normal temperatures reported in Chapter 4. Partial blockage of air inlet ducts does not affect the HI-STORM 100 System's ability to operate safely.

Periodic inspection of the HI-STORM overpack air duct screens is required. Alternatively, the outlet duct air temperature is monitored. The frequency of inspection is based on an assumed blockage of all four air inlet ducts analyzed in Section 11.2.

11.1.4.5 Radiological Impact of Partial Blockage of Air Inlets

The off-normal event of partial blockage of the air inlet ducts has no radiological impact because the confinement barrier is not breached and shielding is not affected.

11.1.5 Off-Normal Handling of HI-TRAC

During upending and/or downending of the HI-TRAC transfer cask, the total lifted weight is distributed among both the upper lifting trunnions and the lower pocket trunnions. Each of the four trunnions on the HI-TRAC therefore supports approximately one-quarter of the total weight. This even distribution of the load would continue during the entire rotation operation.

If the lifting device is allowed to "go slack", the total weight would be applied to the lower pocket trunnions only. Under this off-normal condition, the pocket trunnions would each be required to

support one-half of the total weight, doubling the load per trunnion. This condition is analyzed to demonstrate that the pocket trunnions possess sufficient strength to support the increased load under this off-normal condition.

This off-normal condition does not apply to the HI-TRAC 125D, which does not have lower pocket trunnions. Upending and downending of the HI-TRAC 125D is performed using an L-frame.

11.1.5.1 Postulated Cause of Off-Normal Handling of HI-TRAC

If the cable of the crane handling the HI-TRAC is inclined from the vertical, it would possible to unload the upper lifting trunnions such that the lower pocket trunnions are supporting the total cask weight and the lifting trunnions are only preventing cask rotation.

11.1.5.2 Detection of Off-Normal Handling of HI-TRAC

Handling procedures and standard rigging practice call for maintaining the crane cable in a vertical position by keeping the crane trolley centered over the lifting trunnions. In such an orientation it is not possible to completely unload the lifting trunnions without inducing rotation. If the crane cable were inclined from the vertical, however, the possibility of unloading the lifting trunnions would exist. It is therefore possible to detect the potential for this off-normal condition by monitoring the incline of the crane cable with respect to the vertical.

11.1.5.3 Analysis of Effects and Consequences of Off-Normal Handling of HI-TRAC

If the upper lifting trunnions are unloaded, the lower pocket trunnions will support the total weight of the loaded HI-TRAC. The analysis of the pocket trunnions to support the applied load of one-half of the total weight is provided in Subsection 3.4.4. The consequence of off-normal handling of the HI-TRAC is that the pocket trunnions safely support the applied load.

Structural

The stress evaluations of the lower pocket trunnions are discussed in Subsection 3.4.4. All stresses are within the allowable values.

Thermal

There is no effect on the thermal performance of the system as a result of this off-normal event.

Shielding

There is no effect on the shielding performance of the system as a result of this off-normal event.

Criticality

There is no effect on the criticality control features of the system as a result of this off-normal event.

Confinement

There is no effect on the confinement function of the MPC as a result of this off-normal event.

Radiation Protection

Since there is no degradation in shielding or confinement capabilities as discussed above, there is no effect on occupational or public exposures as a result of this off-normal event.

Based on this evaluation, it is concluded that the specified off-normal handling of the HI-TRAC does not affect the safe operation of the system.

11.1.5.4 Corrective Action for Off-Normal Handling of HI-TRAC

The HI-TRAC transfer casks are designed to withstand the off-normal handling condition without any adverse effects. There are no corrective actions required for off-normal handling of HI-TRAC other than to attempt to maintain the crane cable vertical during HI-TRAC upending or downending.

11.1.5.5 Radiological Consequences of Off-Normal Handling of HI-TRAC

The off-normal event of off-normal handling of HI-TRAC has no radiological impact because the confinement barrier is not breached and shielding is not affected.

11.1.6 Malfunction of FHD System

The FHD system is a forced helium circulation device used to effectuate moisture removal from loaded MPCs. For circulating helium, the FHD system is equipped with active components requiring external power for normal operation.

11.1.6.1 Postulated Cause of FHD Malfunction

Likely causes of FHD malfunction are (i) a loss of external power to the FHD System and (ii) an active component trip. In both cases a stoppage of forced helium circulation occurs. Such a circulation stoppage does not result in any helium leakage from the MPC or the FHD itself.

11.1.6.2 Detection of FHD Malfunction

The FHD System is monitored during its operation. An FHD malfunction is detected by operator response to control panel visual displays and alarms.

11.1.6.3 Analysis of Effects and Consequences of FHD Malfunction

Structural

The FHD System is required to be equipped with safety relief devices§ to prevent the MPC structural boundary pressures from exceeding the design limits. Consequently there is no adverse effect.

Thermal

Malfunction of the FHD System is categorized as an off-normal condition, for which the applicable peak cladding temperature limit is 1058^{o}F (Table 2.2.3). The FHD System malfunction event is evaluated assuming the following bounding conditions:

1) *Steady state maximum temperatures have been reached*
2) *Design basis heat load*
3) *Standing column of air in the annulus*
4) *MPCs backfilled with the minimum helium pressure required by the Technical Specifications*

It is noted that operator action may be required to raise the helium regulator set point to ensure that condition 4 above is satisfied. These conditions are the same as for the normal on-site transfer in a vertically oriented HI-TRAC, discussed in Section 4.5. The steady state results are provided in Table 4.5.4. The results demonstrate that the peak fuel cladding temperatures remain below the limit in the event of a prolonged unavailability of the FHD system.

Shielding

There is no effect on the shielding performance of the system as a result of this off-normal event.

Criticality

There is no effect on the criticality control of the system as a result of this off-normal event.

Confinement

There is no effect on the confinement function of the MPC as a result of this off-normal event. As discussed in the structural evaluation above, the structural boundary pressures cannot exceed the design limits.

§ *The relief pressure is below the off-normal design pressure (Table 2.2.1) to prevent MPC overpressure and above 7 atm to enable MPC pressurization for adequate heat transfer.*

Radiation Protection

As there is no adverse effect on the shielding or confinement functions, there is no effect on occupational or public exposures as a result of this off-normal event.

Based on this evaluation, it is concluded that the FHD malfunction does not affect the safe operation of the HI-STORM 100 System.

11.1.6.4 Corrective Action for FHD Malfunction

The HI-STORM 100 System is designed to withstand the FHD malfunction without an adverse effect on its safety functions. Consequently no corrective action is required.

11.1.6.5 Radiological Impact of FHD Malfunction

The event has no radiological impact because the confinement barrier and shielding integrity are not affected.

11.1.7 SCS Power Failure

The SCS system is a forced fluid circulation device used to provide supplemental HI-TRAC cooling. For fluid circulation, the SCS system is equipped with active components requiring power for normal operation.

11.1.7.1 Postulated Cause of SCS Power Failure

The SCS is normally operated from an external source of power such as from site utilities or a feed from a heavy haul vehicle carrying the HI-TRAC. Occasional interruption in power supply is possible.

11.1.7.2 Detection of SCS Power Failure

The HI-STORM 100 System is designed to withstand a power failure without affecting its ability to meet safety requirements. Consequently SCS monitoring and failure detection is not required.

11.1.7.3 Analysis of Effects and Consequences of SCS Power Failure

The SCS System is required to be equipped with a backup power supply (See SCS specifications in Chapter 2, Appendix 2.C). This ensures uninterrupted operation of the SCS following a power failure. Consequently, a power failure does not effect SCS operation.

Structural

There is no effect on the structural integrity.

Thermal

There is no effect on thermal performance.

Shielding

There is no effect on the shielding performance.

Criticality

There is no effect on the criticality control.

Confinement

There is no effect on the confinement function.

Radiation Protection

As there is no effect on the shielding or confinement functions, there is no effect on occupational or public exposures.

Based on this evaluation, it is concluded that the SCS failure does not affect the safe operation of the HI-STORM 100 System.

11.1.7.4 Corrective Action for SCS Power Failure

The HI-STORM 100 System is designed to withstand a power failure without an adverse effect on its normal operation. Consequently no corrective action is required.

11.1.7.5 Radiological Impact of SCS Power Failure

The event has no radiological impact because the confinement barrier and shielding integrity are not affected.

11.2 ACCIDENTS

Accidents, in accordance with ANSI/ANS-57.9, are either infrequent events that could reasonably be expected to occur during the lifetime of the HI-STORM 100 System or events postulated because their consequences may affect the public health and safety. Subsection 2.2.3 defines the design basis accidents considered. By analyzing for these design basis events, safety margins inherently provided in the HI-STORM 100 System design can be quantified.

The results of the evaluations performed herein demonstrate that the HI-STORM 100 System can withstand the effects of all credible and hypothetical accident conditions and natural phenomena without affecting safety function, and are in compliance with the acceptable criteria. The following sections present the evaluation of the design basis postulated accident conditions and natural phenomena which demonstrate that the requirements of 10CFR72.122 are satisfied, and that the corresponding radiation doses satisfy the requirements of 10CFR72.106(b) and 10CFR20.

The load combinations evaluated for postulated accident conditions are defined in Table 2.2.14. The load combinations include normal loads with the accident loads. The accident load combination evaluations are provided in Section 3.4.

11.2.1 HI-TRAC Transfer Cask Handling Accident

11.2.1.1 Cause of HI-TRAC Transfer Cask Handling Accident

During the operation of the HI-STORM 100 System, the loaded HI-TRAC transfer cask is transported to the ISFSI in a vertical position. Unless the lifting device is designed in accordance with the criteria specified in Subsection 2.3.3, the height of the loaded overpack above the ground shall be limited to below the handling height limit determined in Chapter 3 to limit the inertia loading on the cask in a horizontal drop to less than 45g's. Although a handling accident is remote, a cask drop from the horizontal handling height limit is credible only if the lifting device is not designed in accordance with the criteria specified in Subsection 2.3.3. A vertical drop of the loaded HI-TRAC transfer cask is not a credible accident as the loaded HI-TRAC shall be transported and handled in the vertical orientation by devices designed in accordance with the criteria specified in Subsection 2.3.3 and a horizontal drop is precluded as HI-TRAC is transported in the vertical orientation. Nevertheless, for defense-in-depth a drop from a horizontal orientation is postulated and structural consequences evaluated. .

11.2.1.2 HI-TRAC Transfer Cask Handling Accident Analysis

The handling accident analysis evaluates the effects of dropping the loaded HI-TRAC in the horizontal position. The analysis of the handling accident is provided in Chapter 3. The analysis shows that the HI-TRAC meets all structural requirements and there is no adverse effect on the confinement, thermal or subcriticality performance of the contained MPC. Limited localized damage to the HI-TRAC water jacket shell and loss of the water in the water jacket may occur as a result of the handling accident. The HI-TRAC top lid and transfer lid housing (pool lid for the HI-TRAC 125D) are demonstrated to remain attached by withstanding the maximum deceleration. The

transfer lid doors (not applicable to HI-TRAC 125D) are also shown to remain closed during the drop. Limiting the inertia loading to 60g's or less ensures the fuel cladding remains intact based on dynamic impact effects on spent fuel assemblies in the literature [11.2.1]. Therefore, demonstrating that the 45g limit for the HI-TRAC transfer cask is met ensures that the fuel cladding remains intact.

Structural

The structural evaluation of the MPC for 45g's is provided in Section 3.4. As discussed in Section 3.4, the MPC stresses as a result of the HI-TRAC side drop, 45g loading, are all within allowable values.

As discussed above, the water jacket enclosure shell could be punctured which results in a loss of the water within the water jacket. Additionally, the HI-TRAC top lid, transfer lid (pool lid for the HI-TRAC 125D), and transfer lid doors (not applicable to HI-TRAC 125D) are shown to remain in position under the 45g loading. Analysis of the lead in the HI-TRAC is performed in Appendix 3.F and it is shown that there is no appreciable change in the lead shielding.

Thermal

The loss of the water in the water jacket causes the temperatures to increase due to a reduction in the thermal conductivity through the HI-TRAC water jacket. An analysis of the MPC in the HI-TRAC transfer cask temperatures with no water in the water jacket is presented in Subsection 4.6.2. The analysis results are below the short-term allowable fuel cladding and material temperatures limits for accident conditions.

Shielding

The assumed loss of the water in the water jacket results in an increase in the radiation dose rates at locations adjacent to the water jacket. The shielding analysis results presented in Chapter 5 demonstrate that the requirements of 10CFR72.106 are not exceeded. As the structural analysis demonstrates that the HI-TRAC top lid, transfer lid (pool lid for the HI-TRAC 125D), and transfer lid doors (not applicable to HI-TRAC 125D) remain in place, there is no change in the dose rates at the top and bottom of the HI-TRAC.

Criticality

There is no effect on the criticality control features of the system as a result of this accident event.

Confinement

There is no effect on the confinement function of the MPC as a result of this accident event. As discussed in the structural evaluation above, all stresses remain within allowable values, assuring confinement boundary integrity.

Radiation Protection

There is no degradation in the confinement capabilities of the MPC, as discussed above. There are increases in the local dose rates adjacent to the water jacket. The dose rates are provided in Chapter 5. Immediately after the drop accident a radiological inspection of the HI-TRAC will be performed and temporary shielding shall be installed to limit exposure . Based on a minimum distance to the controlled area boundary of 100 meters, the 10CFR72.106 dose rate requirements at the controlled area boundary (5 Rem limit) are not exceeded.

11.2.1.3 HI-TRAC Transfer Cask Handling Accident Dose Calculations

The handling accident could cause localized damage to the HI-TRAC water jacket shell and loss of the water in the water jacket as the neutron shield impacts the ground.

When the water jacket is impacted, the HI-TRAC transfer cask surface dose rate could increase. The HI-TRAC's post-accident shielding analysis presented in Chapter 5 assumes complete loss of the water in the water jacket and bounds the dose rates anticipated for the handling accident.

If the water jacket of the loaded HI-TRAC is damaged beyond immediate repair and the MPC is not damaged, the loaded HI-TRAC may be unloaded into a HI-STORM overpack, a HI-STAR overpack, or unloaded in the fuel pool. If the MPC is damaged, the loaded HI-TRAC must be returned to the fuel pool for unloading. Depending on the damage to the HI-TRAC and the current location in the loading or unloading sequence, personnel exposure is minimized by continuing to load the MPC into a HI-STORM or HI-STAR overpack. Once the MPC is placed in the HI-STORM or HI-STAR overpack, the dose rates are greatly reduced. The highest personnel exposure will result from returning the loaded HI-TRAC to the fuel pool to unload the MPC.

The analysis of the handling accident presented in Section 3.4 shows that the MPC confinement barrier will not be compromised and, therefore, there will be no release of radioactive material from the confinement vessel. Any possible rupture of the fuel cladding will have no effect on the site boundary dose rates because the magnitude of the radiation source has not changed.

11.2.1.4 HI-TRAC Transfer Cask Handling Accident Corrective Action

Following a handling accident, the ISFSI operator shall first perform a radiological and visual inspection to determine the extent of the damage to the HI-TRAC transfer cask and MPC to the maximum practical extent. As appropriate, place temporary shielding around the HI-TRAC to reduce radiation dose rates. Special handling procedures will be developed and approved by the ISFSI operator to lift and upright the HI-TRAC. Upon uprighting, the portion of the overpack not previously accessible shall be radiologically and visually inspected. If damage to the water jacket is limited to a local penetration or crushing, local repairs can be performed to the shell and the water replaced. If damage to the water jacket is extensive, the damage shall be repaired and re-tested in accordance with Chapter 9, following removal of the MPC.

If upon inspection of the damaged HI-TRAC transfer cask and MPC, damage of the MPC is observed, the loaded HI-TRAC transfer cask will be returned to the facility for fuel unloading in accordance with Chapter 8. The handling accident will not affect the ability to unload the MPC using normal means as the structural analysis of the 60g loading (HI-STAR Docket Numbers 71-9261 and 72-1008) shows that there will be no gross deformation of the MPC basket. After unloading, the structural damage of the HI-TRAC and MPC shall be assessed and a determination shall be made if repairs will enable the equipment to return to service. Subsequent to the repairs, the equipment shall be inspected and appropriate tests shall be performed to certify the equipment for service. If the equipment cannot be repaired and returned to service, the equipment shall be disposed of in accordance with the appropriate regulations.

11.2.2 HI-STORM Overpack Handling Accident

11.2.2.1 Cause of HI-STORM Overpack Handling Accident

During the operation of the HI-STORM 100 System, the loaded HI-STORM overpack is lifted in the vertical orientation. The height of the loaded overpack above the ground shall be limited to below the vertical handling height limit determined in Chapter 3, unless the lifting device is designed in accordance with the criteria specified in Subsection 2.3.3. This vertical handling height limit will maintain the inertial loading on the cask in a vertical drop to 45g's or less. Although a handling accident is remote, a drop from the vertical handling height limit is a credible accident if the lifting device is not designed in accordance with the criteria specified in Subsection 2.3.3.

11.2.2.2 HI-STORM Overpack Handling Accident Analysis

The handling accident analysis evaluates the effects of dropping the loaded overpack in the vertical orientation. The analysis of the handling accident is provided in Chapter 3. The analysis shows that the HI-STORM 100 System meets all structural requirements and there are no adverse effects on the structural, confinement, thermal or subcriticality performance of the HI-STORM 100 System. Limiting the inertia loading to 60g's or less ensures the fuel cladding remains intact based on dynamic impact effects on spent fuel assemblies in the literature [11.2.1].

Structural

The structural evaluation of the MPC under a 60g vertical load is presented in the HI-STAR FSAR and SAR [11.2.3 and 11.2.4] and it is demonstrated therein that the stresses are within allowable limits. The structural analysis of the HI-STORM overpack is presented in Section 3.4. The structural analysis of the overpack shows that the concrete shield attached to the underside of the overpack lid remains attached and air inlet ducts do not collapse.

Thermal

As the structural analysis demonstrates that there is no adverse effect to the MPC or overpack, there is no effect on the thermal performance of the system as a result of this event.

Shielding

As the structural analysis demonstrates that there is no adverse effect to the MPC or overpack, there is no effect on the shielding performance of the system as a result of this event.

Criticality

There is no adverse effect on the criticality control features of the system as a result of this event.

Confinement

There is no adverse effect on the confinement function of the MPC as a result of this event. As discussed in the structural evaluation above, all stresses remain within allowable values, assuring confinement boundary integrity.

Radiation Protection

Since there is no degradation in shielding or confinement capabilities as discussed above, there is no effect on occupational or public exposures as a result of this event.

Based on this evaluation, it is concluded that the vertical drop of the HI-STORM Overpack with the MPC inside does not affect the safe operation of the HI-STORM 100 System.

11.2.2.3 HI-STORM Overpack Handling Accident Dose Calculations

The vertical drop handling accident of the loaded HI-STORM overpack will not cause any change of the shielding or breach of the MPC confinement boundary. Any possible rupture of the fuel cladding will have no affect on the site boundary dose rates because the magnitude of the radiation source has not changed. Therefore, the dose calculations are equivalent to the normal condition dose rates.

11.2.2.4 HI-STORM Overpack Handling Accident Corrective Action

Following a handling accident, the ISFSI operator shall first perform a radiological and visual inspection to determine the extent of the damage to the overpack. Special handling procedures, as required, will be developed and approved by the ISFSI operator.

If upon inspection of the MPC, structural damage of the MPC is observed, the MPC is to be returned to the facility for fuel unloading in accordance with Chapter 8. After unloading, the structural damage of the MPC shall be assessed and a determination shall be made if repairs will enable the MPC to return to service. Likewise, the HI-STORM overpack shall be thoroughly inspected and a determination shall be made if repairs will enable the HI-STORM overpack to return to service. Subsequent to the repairs, the equipment shall be inspected and appropriate tests shall be performed to certify the HI-STORM 100 System for service. If the equipment cannot be repaired and returned to service, the equipment shall be disposed of in accordance with the appropriate regulations.

11.2.3 Tip-Over

11.2.3.1 Cause of Tip-Over

The analysis of the HI-STORM 100 System has shown that the overpack does not tip over as a result of the accidents (i.e., tornado missiles, flood water velocity, and seismic activity) analyzed in this section. It is highly unlikely that the overpack will tip-over during on-site movement because of the required low handling height or the use of a lifting device designed in accordance with the criteria specified in Subsection 2.3.3. The tip-over accident is stipulated as a non-mechanistic accident.

For the anchored HI-STORM designs (HI-STORM 100A and 100SA), a tip-over accident is not possible. As described in Chapter 2 of this FSAR, these system designs are not evaluated for the hypothetical tip-over. As such, the remainder of this accident discussion applies only to the non-anchored designs (i.e., the 100 and 100S designs only).

11.2.3.2 Tip-Over Analysis

The tip-over accident analysis evaluates the effects of the loaded overpack tipping-over onto a reinforced concrete pad. The tip-over analysis is provided in Section 3.4. The structural analysis provided in Appendix 3.A demonstrates that the resultant deceleration loading on the MPC as a result of the tip-over accident is less than the design basis 45g's. The analysis shows that the HI-STORM 100 System meets all structural requirements and there is no adverse effect on the structural, confinement, thermal, or subcriticality performance of the MPC. However, the side impact will cause some localized damage to the concrete and outer shell of the overpack in the radial area of impact.

Structural

The structural evaluation of the MPC presented in Section 3.4 demonstrates that under a 45g loading the stresses are well within the allowable values. Analysis presented in Chapter 3 shows that the concrete shields attached to the underside and top of the overpack lid remains attached. As a result of the tip-over accident there will be localized crushing of the concrete in the area of impact.

Thermal

The thermal analysis of the overpack and MPC is based on vertical storage. The thermal consequences of this accident while the overpack is in the horizontal orientation are bounded by the burial under debris accident evaluated in Subsection 4.6.2. Damage to the overpack will be limited as discussed above. As the structural analysis demonstrates that there is no significant change in the MPC or overpack, once the overpack and MPC are returned to their vertical orientation there is no effect on the thermal performance of the system.

Shielding

The effect on the shielding performance of the system as a result of this event *is two-fold. First, there may be* ~~*is limited to*~~ *a localized decrease in the shielding thickness of the concrete* *in the body of the overpack. Second, the bottom of the overpack, which is normally facing the ground and not accessible, will now be facing the horizon. This orientation will increase the off-site dose rate. However, the dose rate limits of 10CFR72.106 are not exceeded.*

Criticality

There is no effect on the criticality control features of the system as a result of this event.

Confinement

There is no effect on the confinement function of the MPC as a result of this event. As discussed in the structural evaluation above, all stresses remain within allowable values, assuring confinement boundary integrity.

Radiation Protection

There is no effect on occupational or public exposures from radionuclide release as a result of this accident event since the confinement boundary integrity of the MPC remains intact.

Immediately after the tip-over accident a radiological inspection of the HI-STORM will be performed and temporary shielding shall be installed to limit exposure from direct radiation. Based on a minimum distance to the controlled area boundary of 100 meters, the 10CFR72.106 dose rate requirements at the controlled area boundary (5 Rem limit) are not exceeded.

~~*Since there is a very localized reduction in shielding and no effect on the confinement capabilities as discussed above, there is no effect on occupational or public exposures as a result of this accident event.*~~

Based on this evaluation, it is concluded that the accident does not affect the safe operation of the HI-STORM 100 System.

11.2.3.3 Tip-Over Dose Calculations

The analysis of the tip-over accident has shown that the MPC confinement barrier will not be compromised and, therefore, there will be no release of radioactivity or increase in site-boundary dose rates from release of radioactivity.

The tip-over accident could cause localized damage to the radial concrete shield and outer steel shell where the overpack impacts the surface. The overpack surface dose rate in the affected area could increase due to the damage. However, there should be no noticeable increase in the ISFSI site

or boundary dose rate *as a result of the localized damage on the side of the overpack.*~~,~~ ~~*because the affected areas will be small and localized.*~~

The tip-over accident will also cause a re-orientation of the bottom of the overpack. As a result, radiation leaving the bottom of the overpack, which would normally be directed into the ISFSI pad, will be directed towards the horizon and the controlled area boundary. The dose rate at 100 meters from the bottom of the overpack, the minimum distance to the controlled area boundary, was calculated for the HI-STORM 100S Version B with an MPC-24 for an assumed accident duration of 30 days. The burnup and cooling time of the fuel was 60,000 MWD/MTU and 3 years which is consistent with the off-site dose analysis reported in Chapter 10, Table 10.4.1. This combination of overpack, MPC, burnup and cooling time is the same as that used in Chapters 5 and 10 for off-site dose calculations. The results presented below demonstrate that the regulatory requirements of 10CFR72.106 are easily met.

Distance	*Dose Rate (mrem/hr)*	*Accident Duration*	*Total Dose (mrem)*	*10CFR72.106 Limit (mrem)*
100 meters	*2.36*	*720 hours or 30 days*	*1699.2*	*5000*

~~*The analysis of the tip-over accident has shown that the MPC confinement barrier will not be compromised and, therefore, there will be no release of radioactivity or increase in site-boundary dose rates.*~~

11.2.3.4 *Tip-Over Accident Corrective Action*

Following a tip-over accident, the ISFSI operator shall first perform a radiological and visual inspection to determine the extent of the damage to the overpack. Special handling procedures, including the use of temporary shielding, will be developed and approved by the ISFSI operator.

If upon inspection of the MPC, structural damage of the MPC is observed, the structural damage shall be assessed and a determination shall be made if repairs will enable the MPC to return to service. If determined necessary, the MPC shall be returned to the facility for fuel unloading or transferred to either a HI-STAR or HI-STORM overpack in accordance with Chapter 8 for a duration that is determined to be appropriate. Likewise, the HI-STORM overpack shall be thoroughly inspected and a determination shall be made if repairs are required and will enable the HI-STORM overpack to return to service. Subsequent to the repairs, the equipment shall be inspected and appropriate tests shall be performed to certify the HI-STORM 100 System for service. If the equipment cannot be repaired and returned to service, the equipment shall be disposed of in accordance with the appropriate regulations.

11.2.4 Fire Accident

11.2.4.1 Cause of Fire

Although the probability of a fire accident affecting a HI-STORM 100 System during storage operations is low, a conservative fire has been assumed and analyzed. The analysis shows that the HI-STORM 100 System continues to perform its structural, confinement, thermal, and subcriticality functions.

11.2.4.2 Fire Analysis

11.2.4.2.1 Fire Analysis for HI-STORM Overpack

The possibility of a fire accident near an ISFSI is considered to be extremely remote due to an absence of combustible materials within the ISFSI and adjacent to the overpacks. The only credible concern is related to a transport vehicle fuel tank fire, causing the outer layers of the storage overpack to be heated by the incident thermal radiation and forced convection heat fluxes. The amount of combustible fuel in the on-site transporter is limited to a volume of 50 gallons.

Structural

As discussed in Section 3.4, there are no structural consequences as a result of the fire accident condition.

Thermal

Based on a conservative analysis discussed in Subsection 4.6.2, of the HI-STORM 100 System response to a hypothetical fire event, it is concluded that the fire event does not significantly affect the temperature of the MPC or contained fuel. Furthermore, the ability of the HI-STORM 100 System to cool the spent nuclear fuel within temperature limits (Table 2.2.3) during and after fire is not compromised.

Shielding

With respect to concrete damage from a fire, NUREG-1536 (4.0,V,5.b) states: "the loss of a small amount of shielding material is not expected to cause a storage system to exceed the regulatory requirements in 10 CFR 72.106 and, therefore, need not be estimated or evaluated in the SAR." Less than one-inch of the concrete (~4% of the overpack radial concrete thickness) exceeds the short-term temperature limit.

Criticality

There is no effect on the criticality control features of the system as a result of this event.

Confinement

There is no effect on the confinement function of the MPC as a result of this event.

Radiation Protection

Since there is a very localized reduction in shielding and no effect on the confinement capabilities as discussed above, there is no effect on occupational or public exposures as a result of this accident event.

Based on this evaluation, it is concluded that the overpack fire accident does not affect the safe operation of the HI-STORM 100 System.

11.2.4.2.2 Fire Analysis for HI-TRAC Transfer Cask

To demonstrate the fuel cladding and MPC pressure boundary integrity under an exposure to a hypothetical short duration fire event during on-site handling operations, a fire accident analysis of the loaded 100-ton HI-TRAC is performed. This analysis, because of the lower mass of the 100-ton HI-TRAC, bounds the effects for the 125-ton HI-TRAC.

Structural

As discussed in Section 3.4, there are no adverse structural consequences as a result of the fire accident condition.

Thermal

As discussed in Subsection 4.6.2, the MPC internal pressure and fuel temperature increases as a result of the fire accident. The fire accident MPC internal pressure and peak fuel cladding temperature are substantially less than the accident limits for MPC internal pressure and maximum cladding temperature (Tables 2.2.1 and 2.2.3).

The thermal analysis of the MPC in the HI-TRAC transfer cask under a fire accident is performed in Subsection 4.6.2. As can be concluded from the analysis, the temperatures for fuel cladding and components are below the accident temperature limits.

Shielding

The assumed loss of all the water in the water jacket results in an increase in the radiation dose rates at locations adjacent to the water jacket. The assumed loss of all the Holtite in the 125-ton HI-TRAC lids results in an increase in the radiation dose rates at locations adjacent to the lids. The shielding evaluation presented in Chapter 5 demonstrates that the requirements of 10CFR72.106 are not exceeded.

Criticality

There is no effect on the criticality control features of the system as a result of this event.

Confinement

There is no effect on the confinement function of the MPC as a result of this event, since the internal pressure does not exceed the accident condition design pressure and the MPC confinement boundary temperatures do not exceed the short-term allowable temperature limits.

Radiation Protection

There is no degradation in confinement capabilities of the MPC, as discussed above. Increases in the local dose rates adjacent to the water jacket are evaluated in Chapter 5. . Immediately after the fire accident a radiological inspection of the HI-TRAC shall be performed and temporary shielding shall be installed to limit exposure. .

11.2.4.3 Fire Dose Calculations

The complete loss of the HI-TRAC neutron shield along with the water jacket shell is assumed in the shielding analysis for the post-accident analysis of the loaded HI-TRAC in Chapter 5 and bounds the determined fire accident consequences. The loaded HI-TRAC following a fire accident meets the accident dose rate requirement of 10CFR72.106.

The elevated temperatures experienced by the HI-STORM overpack concrete shield is limited to the outermost layer. Therefore, overall reduction in neutron shielding capabilities is quite small. . The slight increase in the neutron dose rate as a result of the concrete in the outer inch reaching elevated temperatures will not significantly increase the site boundary dose rate, due to the limited amount of the concrete shielding with reduced effectiveness and low site boundary dose rates. The loaded HI-STORM overpack following a fire accident meets the accident dose rate requirement of 10CFR72.106.

The analysis of the fire accident shows that the MPC confinement boundary is not compromised and therefore, there is no release of airborne radioactive materials.

11.2.4.4 Fire Accident Corrective Actions

Upon detection of a fire adjacent to a loaded HI-TRAC or HI-STORM overpack, the ISFSI operator shall take the appropriate immediate actions necessary to extinguish the fire. Fire fighting personnel should take appropriate radiological precautions, particularly with the HI-TRAC as the water jacket pressure relief valves may open with resulting water loss and increase in radiation doses. Following the termination of the fire, a visual and radiological inspection of the equipment shall be performed.

As appropriate, install temporary shielding around the HI-TRAC. Specific attention shall be taken during the inspection of the water jacket of the HI-TRAC. If damage to the HI-TRAC is limited to the loss of water in the water jacket due to the pressure increase, the water may be replaced . If damage to the HI-TRAC water jacket or HI-TRAC body is widespread and/or radiological conditions require, the HI-TRAC shall be unloaded in accordance with Chapter 8, prior to repair.

If damage to the HI-STORM storage overpack as the result of a fire event is widespread and/or as radiological conditions require, the MPC shall be removed from the HI-STORM overpack in accordance with Chapter 8. However, the thermal analysis described herein demonstrates that only the outermost layer of the radial concrete exceeds its design temperature. The HI-STORM overpack may be returned to service if there is no significant increase in the measured dose rates (i.e., the overpack's shielding effectiveness is confirmed) and if the visual inspection is satisfactory.

11.2.5 Partial Blockage of MPC Basket Vent Holes

Each MPC basket fuel cell wall has elongated vent holes at the bottom and top. The partial blockage of the MPC basket vent holes analyzes the effects on the HI-STORM 100 System due to the restriction of the vent openings.

11.2.5.1 Cause of Partial Blockage of MPC Basket Vent Holes

After the MPC is loaded with spent nuclear fuel, the MPC cavity is drained, dried, and backfilled with helium. There are only two possible sources of material that could block the MPC basket vent holes. These are the fuel cladding/fuel pellets and crud. Due to the maintenance of relatively low cladding temperatures during storage, it is not credible that the fuel cladding would rupture, and that fuel cladding and fuel pellets would fall to block the basket vent holes. It is conceivable that a percentage of the crud deposited on the fuel rods may fall off of the fuel assembly and deposit at the bottom of the MPC.

Helium in the MPC cavity provides an inert atmosphere for storage of the fuel. The HI-STORM 100 System maintains the peak fuel cladding temperature below the required long-term storage limits. All credible accidents do not cause the fuel assembly to experience an inertia loading greater than 60g's. Therefore, there is no mechanism for the extensive rupture of spent fuel rod cladding.

Crud can be made up of two types of layers, loosely adherent and tightly adherent. The SNF assembly movement from the fuel racks to the MPC may cause a portion of the loosely adherent crud to fall away. The tightly adherent crud is not removed during ordinary fuel handling operations. The MPC basket vent holes that act as the bottom plenum for the MPC internal thermosiphon are of an elongated, semi-circular design to ensure that the flow passages will remain open under a hypothetical shedding of the crud on the fuel rods. For conservatism, only the minimum semi-circular hole area is credited in the thermal models (i.e., the elongated portion of the hole is completely neglected).

The amount of crud on fuel assemblies varies greatly from plant to plant. Typically, BWR plants have more crud than PWR plants. Based on the maximum expected crud volume per fuel assembly provided in reference [11.2.2], and the area at the base of the MPC basket fuel storage cell, the maximum depth of crud at the bottom of the MPC-68 was determined. For the PWR-style MPC designs , 90% of the maximum crud volume was used to determine the crud depth. The maximum crud depths for each of the MPCs is listed in Table 2.2.8. The maximum amount of crud was assumed to be present on all fuel assemblies within the MPC. Both the tightly and loosely adherent

crud was conservatively assumed to fall off of the fuel assembly. As can be seen by the values listed in the table, the maximum amount of crud depth does not block the MPC basket vent holes as the crud accumulation depth is less than the elongation of the vent holes. Therefore, the available vent holes area is greater than that used in the thermal models.

11.2.5.2 *<u>Partial Blockage of MPC Basket Vent Hole Analysis</u>*

The partial blockage of the MPC basket vent holes has no affect on the structural, confinement and thermal analysis of the MPC. There is no affect on the shielding analysis other than a slight increase of the gamma radiation dose rate at the base of the MPC due to the accumulation of crud. As the MPC basket vent holes are not completely blocked, preferential flooding of the MPC fuel basket is not possible, and, therefore, the criticality analyses are not affected.

<u>Structural</u>

There are no structural consequences as a result of this event.

<u>Thermal</u>

There is no effect on the thermal performance of the system as a result of this event.

<u>Shielding</u>

There is no effect on the shielding performance of the system as a result of this accident event.

<u>Criticality</u>

There is no effect on the criticality control features of the system as a result of this accident event.

<u>Confinement</u>

There is no effect on the confinement function of the MPC as a result of this accident event.

<u>Radiation Protection</u>

Since there is no degradation in shielding or confinement capabilities as discussed above, there is no effect on occupational or public exposures as a result of this accident event.

Based on this evaluation, it is concluded that the partial blockage of MPC vent holes does not affect the safe operation of the HI-STORM 100 System.

11.2.5.3 Partial Blockage of MPC Basket Vent Holes Dose Calculations

Partial blockage of basket vent holes will not result in a compromise of the confinement boundary. Therefore, there will be no effect on the site boundary dose rates because the magnitude of the radiation source has not changed. There will be no radioactive material release.

11.2.5.4 Partial Blockage of MPC Basket Vent Holes Corrective Action

There are no consequences that exceed normal storage conditions. No corrective action is required for the partial blockage of the MPC basket vent holes.

11.2.6 Tornado

11.2.6.1 Cause of Tornado

The HI-STORM 100 System will be stored on an unsheltered ISFSI concrete pad and subject to environmental conditions. Additionally, the transfer of the MPC from the HI-TRAC transfer cask to the overpack may be performed at the unsheltered ISFSI concrete pad. It is possible that the HI-STORM System (storage overpack and HI-TRAC transfer cask) may experience the extreme environmental conditions of a tornado.

11.2.6.2 Tornado Analysis

The tornado accident has two effects on the HI-STORM 100 System. The tornado winds and/or tornado missile attempt to tip-over the loaded overpack or HI-TRAC transfer cask. The pressure loading of the high velocity winds and/or the impact of the large tornado missiles act to apply an overturning moment. The second effect is tornado missiles propelled by high velocity winds, which attempt to penetrate the storage overpack or HI-TRAC transfer cask.

During handling operations at the ISFSI pad, the loaded HI-TRAC transfer cask, while in the vertical orientation, shall be attached to a lifting device designed in accordance with the requirements specified in Subsection 2.3.3. Therefore, it is not credible that the tornado missile and/or wind could tip-over the loaded HI-TRAC while being handled in the vertical orientation. During handling of the loaded HI-TRAC in the horizontal orientation, it is possible that the tornado missile and/or wind may cause the rollover of the loaded HI-TRAC on the transport vehicle unless the lifting device is designed in accordance with the requirements specified in Subsection 2.3.3. The horizontal drop handling accident for the loaded HI-TRAC, Subsection 11.2.1, evaluates the consequences of the loaded HI-TRAC falling from the horizontal handling height limit and consequently this bounds the effect of the roll-over of the loaded HI-TRAC on the transport vehicle.

Structural

Section 3.4 provides the analysis of the pressure loading which attempts to tip-over the storage overpack and the analysis of the effects of the different types of tornado missiles. These analyses

show that the loaded storage overpack does not tip-over as a result of the tornado winds and/or tornado missiles.

Analyses provided in Section 3.4 also shows that the tornado missiles do not penetrate the storage overpack or HI-TRAC transfer cask to impact the MPC. The result of the tornado missile impact on the storage overpack or HI-TRAC transfer cask is limited to damage of the shielding.

Thermal

The thermal consequences are evaluated in Subsection 11.2.1.

Shielding

The loss of the water in the water jacket results in an increase in the radiation dose rates at locations adjacent to the water jacket. The shielding analysis results presented in Chapter 5 demonstrate that the requirements of 10CFR72.106 are not exceeded.

Criticality

There is no effect on the criticality control features of the system as a result of this event.

Confinement

There is no effect on the confinement function of the MPC as a result of this event.

Radiation Protection

There is no degradation in confinement capabilities of the MPC, since the tornado missiles do not impact the MPC, as discussed above. Increases in the local dose rates as a result of the loss of water in the HI-TRAC water jacket are evaluated in Chapter 5. Immediately after the tornado accident a radiological inspection of the HI-TRAC shall be performed and temporary shielding shall be installed to limit the exposure to the public.

11.2.6.3 Tornado Dose Calculations

The tornado winds do not tip-over the loaded storage overpack; damage the shielding materials of the overpack or HI-TRAC; or damage the MPC confinement boundary. There is no affect on the radiation dose as a result of the tornado winds. A tornado missile may cause localized damage in the concrete radial shielding of the storage overpack. However, the damage will have a negligible effect on the site boundary dose. A tornado missile may penetrate the HI-TRAC water jacket shell causing the loss of the neutron shielding (water). The effects of the tornado missile damage on the loaded HI-TRAC transfer cask is bounded by the post-accident dose assessment performed in Chapter 5, which conservatively assumes complete loss of the water in the water jacket and the water jacket shell.

11.2.6.4 Tornado Accident Corrective Action

Following exposure of the HI-STORM 100 System to a tornado, the ISFSI operator shall perform a visual and radiological inspection of the overpack and/or HI-TRAC transfer cask. Damage sustained by the overpack outer shell, concrete, or vent screens shall be inspected and repaired. Damage sustained by the HI-TRAC shall be inspected and repaired.

11.2.7 Flood

11.2.7.1 Cause of Flood

The HI-STORM 100 System will be located on an unsheltered ISFSI concrete pad. Therefore, it is possible for the storage area to be flooded. The potential sources for the flood water could be unusually high water from a river or stream, a dam break, a seismic event, or a hurricane.

11.2.7.2 Flood Analysis

Structural

The flood accident affects the HI-STORM 100 overpack structural analysis in two ways. The flood water velocity acts to apply an overturning moment, which attempts to tip-over the loaded overpack. The flood affects the MPC by applying an external pressure.

Section 3.4 provides the analysis of the flood water applying an overturning moment. The results of the analysis show that the loaded overpack does not tip over if the flood velocity does not exceed the value stated in Table 2.2.8.

The structural evaluation of the MPC for the accident condition external pressure (Table 2.2.1) is presented in Section 3.4 and the resulting stresses from this event are shown to be well within the allowable values.

Thermal

For a flood of sufficient magnitude to allow the water to come into contact with the MPC, there is no adverse effect on the thermal performance of the system. The thermal consequence of such a flood is an increase in the rejection of the decay heat. Because the storage overpack is ventilated, water from a large flood will enter the annulus between the MPC and the overpack. The water would provide cooling that exceeds that available in the air filled annulus, due to water's higher thermal conductivity.

A smart flood condition that blocks the air flow but is not sufficient to allow water to come into contact with the MPC is bounded by the 100% inlet ducts blocked condition evaluated in Subsection 11.2.13.

Shielding

There is no effect on the shielding performance of the system as a result of this event. The flood water provides additional shielding that reduces radiation doses.

Criticality

There is no effect on the criticality control features of the system as a result of this event. The criticality analysis is unaffected because under the flooding condition water does not enter the MPC cavity and therefore the reactivity would be less than the loading condition in the fuel pool, which is presented in Section 6.1.

Confinement

There is no effect on the confinement function of the MPC as a result of this event. As discussed in the structural evaluation above, all stresses remain within allowable values, assuring confinement boundary integrity.

Radiation Protection

Since there is no degradation in shielding or confinement capabilities as discussed above, there is no effect on occupational or public exposures as a result of this event.

Based on this evaluation, it is concluded that the flood accident does not affect the safe operation of the HI-STORM 100 System.

11.2.7.3 Flood Dose Calculations

Since the flood accident produces no leakage of radioactive material and no reduction in shielding effectiveness, there are no adverse radiological consequences.

11.2.7.4 Flood Accident Corrective Action

As shown in the analysis of the flood accident, the HI-STORM 100 System sustains no damage as a result of the flood. At the completion of the flood, exposed surfaces may need debris and adherent foreign matter removal.

11.2.8 Earthquake

11.2.8.1 Cause of Earthquake

The HI-STORM 100 System may be employed at any reactor or ISFSI facility in the United States. It is possible that during the use of the HI-STORM 100 System, the ISFSI may experience an earthquake.

11.2.8.2 Earthquake Analysis

The earthquake accident analysis evaluates the effects of a seismic event on the loaded HI-STORM 100 System. The objective is to determine the stability limits of the HI-STORM 100 System. Based on a static stability criteria, it is shown in Chapter 3 that the HI-STORM 100 System is qualified to seismic activity less than or equal to the values specified in Table 2.2.8. The analyses in Chapter 3 show that the HI-STORM 100 System will not tip over under the conditions evaluated. The seismic activity has no adverse thermal, criticality, confinement, or shielding consequences.

Some ISFSI sites will have earthquakes that exceed the seismic activity specified in Table 2.2.8. For these high-seismic sites, anchored HI-STORM designs (the HI-STORM 100A and 100SA) have been developed. The design of these anchored systems is such that seismic loads cannot result in tip-over or lateral displacement. Chapter 3 provides a detailed discussion of the anchored systems design.

Structural

The sole structural effect of the earthquake is an inertial loading of less than 1g. This loading is bounded by the tip-over analysis presented in Subsection 11.2.3, which analyzes a deceleration of 45g's and demonstrates that the MPC allowable stress criteria are met.

Thermal

There is no effect on the thermal performance of the system as a result of this event.

Shielding

There is no effect on the shielding performance of the system as a result of this event.

Criticality

There is no effect on the criticality control features of the system as a result of this event.

Confinement

There is no effect on the confinement function of the MPC as a result of this event.

Radiation Protection

Since there is no degradation in shielding or confinement capabilities as discussed above, there is no effect on occupational or public exposures as a result of this event.

Based on this evaluation, it is concluded that the earthquake does not affect the safe operation of the HI-STORM 100 System.

11.2.8.3 Earthquake Dose Calculations

Structural analysis of the earthquake accident shows that the loaded overpack will not tip over as a result of the specified seismic activity. If the overpack were to tip over, the resultant damage would be equal to that experienced by the tip-over accident analyzed in Subsection 11.2.3. Since the loaded overpack does not tip-over, there is no increase in radiation dose rates or release of radioactivity.

11.2.8.4 Earthquake Accident Corrective Action

Following the earthquake accident, the ISFSI operator shall perform a visual and radiological inspection of the overpacks in storage to determine if any of the overpacks have tipped-over. In the unlikely event of a tip-over, the corrective actions shall be in accordance with Subsection 11.2.3.4.

11.2.9 100% Fuel Rod Rupture

This accident event postulates that all the fuel rods rupture and that the appropriate quantities of fission product gases and fill gas are released from the fuel rods into the MPC cavity.

11.2.9.1 Cause of 100% Fuel Rod Rupture

Through all credible accident conditions, the HI-STORM 100 System maintains the spent nuclear fuel in an inert environment while maintaining the peak fuel cladding temperature below the required short-term temperature limits, thereby providing assurance of fuel cladding integrity. There is no credible cause for 100% fuel rod rupture. This accident is postulated to evaluate the MPC confinement barrier for the maximum possible internal pressure based on the non-mechanistic failure of 100% of the fuel rods.

11.2.9.2 100% Fuel Rod Rupture Analysis

The 100% fuel rod rupture accident has no thermal, structural, criticality or shielding consequences. The event does not change the reactivity of the stored fuel, the magnitude of the radiation source, which is being shielded, the shielding capability, or the criticality control features of the HI-STORM 100 System. The determination of the maximum accident pressure is provided in Chapter 4. The MPC design basis internal pressure bounds the pressure developed assuming 100% fuel rod rupture. The structural analysis provided in Chapter 3 evaluates the MPC confinement boundary under the accident condition design internal pressure.

Structural

The structural evaluation of the MPC for the accident condition internal pressure presented in Section 3.4 demonstrates that the MPC stresses are well within the allowable values.

Thermal

The MPC internal pressure for the 100% fuel rod rupture condition is presented in Table 4.4.9. As can be seen from the values, the design basis accident condition MPC internal pressure (Table 2.2.1) used in the structural evaluation bounds the calculated value.

Shielding

There is no effect on the shielding performance of the system as a result of this event.

Criticality

There is no effect on the criticality control features of the system as a result of this event.

Confinement

There is no effect on the confinement function of the MPC as a result of this event. As discussed in the structural evaluation above, all stresses remain within allowable values, assuring confinement boundary integrity.

Radiation Protection

Since there is no degradation in shielding or confinement capabilities as discussed above, there is no effect on occupational or public exposures as a result of this event.

Based on this evaluation, it is concluded that the non-mechanistic 100% fuel rod rupture accident does not affect the safe operation of the HI-STORM 100 System.

11.2.9.3 100% Fuel Rod Rupture Dose Calculations

The MPC confinement boundary maintains its integrity. There is no effect on the shielding effectiveness, and the magnitude of the radiation source is unchanged. However, the radiation source could redistribute within the sealed MPC cavity causing a slight change in the radiation dose rates at certain locations. Therefore, there is no release of radioactive material or significant increase in radiation dose rates.

11.2.9.4 100% Fuel Rod Rupture Accident Corrective Action

As shown in the analysis of the 100% fuel rod rupture accident, the MPC confinement boundary is not damaged. The HI-STORM 100 System is designed to withstand this accident and continue performing the safe storage of spent nuclear fuel under normal storage conditions. No corrective actions are required.

11.2.10 Confinement Boundary Leakage

The MPC uses redundant confinement closures to assure that there is no release of radioactive materials for postulated storage accident conditions. The analyses presented in Chapter 3 and this chapter demonstrate that the MPC remains intact during all postulated accident conditions. The discussion contained in Chapter 7 demonstrates that MPC is designed, welded, tested and inspected to meet the guidance of ISG-18 such that leakage from the confinement boundary is considered non-credible.

11.2.10.1 Cause of Confinement Boundary Leakage

There is no credible cause for confinement boundary leakage. The accidents analyzed in this chapter show that the MPC confinement boundary withstands all credible accidents. There are no man-made or natural phenomena that could cause failure of the confinement boundary restricting radioactive material release. Additionally, because the MPC satisfies the criteria specified in Interim Staff Guidance (ISG) 18, there is no credible leakage that would occur from the confinement boundary.

11.2.10.3 Confinement Boundary Leakage Accident Corrective Action

The HI-STORM 100 System is designed to withstand this accident and continue performing the safe storage of spent nuclear fuel. No corrective actions are required.

11.2.11 Explosion

11.2.11.1 Cause of Explosion

An explosion within the bounds of an ISFSI is improbable since there are no explosive materials within the site boundary. An explosion as a result of combustion of the fuel contained in cask transport vehicle is possible. As the fuel available for the explosion is limited in quantity the effects of an explosion on a reinforced structure are minimal. Explosions postulated to occur within or beyond the ISFSI boundary would require a site hazards evaluation under the provisions of 72.212 regulations by individual cask users.

11.2.11.2 Explosion Analysis

Any credible explosion accident is bounded by the accident external design pressure (Table 2.2.1) analyzed as a result of the flood accident water depth in Subsection 11.2.7 and the tornado missile accident of Subsection 11.2.6, because explosive materials are not stored within close proximity to the casks. The bounding analysis shows that the MPC and the Overpack can withstand the effects of substantial accident external pressures without collapse or rupture.

Structural

The structural evaluations for the MPC accident condition external pressure and overpack pressure differential are presented in Section 3.4 and demonstrate that all stresses are within allowable values.

Thermal

There is no effect on the thermal performance of the system as a result of this event.

Shielding

There is no effect on the shielding performance of the system as a result of this event.

Criticality

There is no effect on the criticality control features of the system as a result of this event.

Confinement

There is no effect on the confinement function of the MPC as a result of this event. As discussed in the structural evaluation above, all stresses remain within allowable values, assuring confinement boundary integrity.

Radiation Protection

Since there is no degradation in shielding or confinement capabilities as discussed above, there is no effect on occupational or public exposures as a result of this event.

Based on this evaluation, it is concluded that the explosion accident does not affect the safe operation of the HI-STORM 100 System.

11.2.11.3 Explosion Dose Calculations

The bounding external pressure load has no effect on the HI-STORM 100 overpack and MPC. Therefore, no effect on the shielding, criticality, thermal or confinement capabilities of the HI-STORM 100 System is experienced as a result of the explosion pressure load. The effects of explosion generated missiles on the HI-STORM 100 System structure is bounded by the analysis of tornado generated missiles.

11.2.11.4 Explosion Accident Corrective Action

The explosive overpressure caused by the explosion is bounded by the external pressure exerted by the flood accident. The external pressure from the flood is shown not to damage the HI-STORM 100 System. Following an explosion, the ISFSI operator shall perform a visual and radiological

inspection of the overpack. If the outer shell or concrete is damaged as a result of explosion generated missiles, the concrete material may be replaced and the outer shell repaired.

11.2.12 Lightning

11.2.12.1 Cause of Lightning

The HI-STORM 100 System will be stored on an unsheltered ISFSI concrete pad. There is the potential for lightning to strike the overpack. This analysis evaluates the effects of lightning striking the overpack.

11.2.12.2 Lightning Analysis

The HI-STORM 100 System is a large metal/concrete cask stored in an unsheltered ISFSI. As such, it may be subject to lightning strikes. When the HI-STORM 100 System is hit with lightning, the lightning will discharge through the steel shell of the overpack to the ground. Lightning strikes have high currents, but their duration is short (i.e., less than a second). The overpack outer shell is composed of conductive carbon steel and, as such, will provide a direct path to ground.

The MPC provides the confinement boundary for the spent nuclear fuel. The effects of a lightning strike will be limited to the overpack. The lightning current will discharge into the overpack and directly into the ground. Therefore, the MPC will be unaffected.

Structural

There is no structural consequence as a result of this event.

Thermal

There is no effect on the thermal performance of the system as a result of this event.

Shielding

There is no effect on the shielding performance of the system as a result of this event.

Criticality

There is no effect on the criticality control features of the system as a result of this event.

Confinement

There is no effect on the confinement function of the MPC as a result of this event.

Radiation Protection

Since there is no degradation in shielding or confinement capabilities as discussed above, there is no effect on occupational or public exposures as a result of this event.

Based on this evaluation, it is concluded that the lightning accident does not affect the safe operation of the HI-STORM 100 System.

11.2.12.3 Lightning Dose Calculations

An evaluation of lightning strikes demonstrates that the effect of a lightning strike has no effect on the confinement boundary or shielding materials. Therefore, no further analysis is necessary.

11.2.12.4 Lightning Accident Corrective Action

The HI-STORM 100 System will not sustain any damage from the lightning accident. There is no surveillance or corrective action required.

11.2.13 100% Blockage of Air Inlets

11.2.13.1 Cause of 100% Blockage of Air Inlets

This event is defined as a complete blockage of all four bottom inlets. Such blockage of the inlets may be postulated to occur as a result of a flood, blizzard snow accumulation, tornado debris, or volcanic activity.

11.2.13.2 100% Blockage of Air Inlets Analysis

The immediate consequence of a complete blockage of the air inlet ducts is that the normal circulation of air for cooling the MPC is stopped. An amount of heat will continue to be removed by localized air circulation patterns in the overpack annulus and outlet ducts, and the MPC will continue to radiate heat to the relatively cooler storage overpack. As the temperatures of the MPC and its contents rise, the rate of heat rejection will increase correspondingly. Under this condition, the temperatures of the overpack, the MPC and the stored fuel assemblies will rise as a function of time.

As a result of the large mass, and correspondingly large thermal capacity of the storage overpack, it is expected that a significant temperature rise is only possible if the blocked condition is allowed to persist for a number of days. This accident condition is, however, a short duration event that will be identified and corrected by scheduled periodic surveillance at the ISFSI site.

Structural

There are no structural consequences as a result of this event.

Thermal

A thermal analysis is performed in Subsection 4.6.2 to determine the effect of a complete blockage of all inlets for an extended duration. For this event, both the fuel cladding and component temperatures remain below their short-term temperature limits. The MPC internal pressure for this event is evaluated in Subsection 4.6.2 and is bounded by the design basis internal pressure for accident conditions (Table 2.2.1).

Shielding

There is no effect on the shielding performance of the system as a result of this event, since the concrete temperatures do not exceed the short-term condition design temperature provided in Table 2.2.3.

Criticality

There is no effect on the criticality control features of the system as a result of this event.

Confinement

There is no effect on the confinement function of the MPC as a result of this event.

Radiation Protection

Since there is no degradation in shielding or confinement capabilities as discussed above, there is no effect on occupational or public exposures as a result of this event.

Based on this evaluation, it is concluded that the 100% blockage of air inlets accident does not affect the safe operation of the HI-STORM 100 System, if the blockage is removed in the specified time period.

11.2.13.3 100% Blockage of Air Inlets Dose Calculations

As shown in the analysis of the 100% blockage of air inlets accident, the shielding capabilities of the HI-STORM 100 System are unchanged because the peak concrete temperature does not exceed its short-term condition design temperature. The elevated temperatures will not cause the breach of the confinement system and the short term fuel cladding temperature limit is not exceeded. Therefore, there is no radiological impact.

11.2.13.4 100% Blockage of Air Inlets Accident Corrective Action

Analysis of the 100% blockage of air inlet accident shows that the temperatures for cask system components and fuel cladding are within the accident temperature limits if the blockage is cleared within 32 hours. Upon detection of the complete blockage of the air inlet ducts, the ISFSI operator shall assign personnel to clear the blockage with mechanical and manual means as necessary. After

clearing the overpack ducts, the overpack shall be visually and radiologically inspected for any damage. If exit air temperature monitoring is performed in lieu of direct visual inspections, the difference between the ambient air temperature and the exit air temperature will be the basis for assurance that the temperature limits are not exceeded.

For an accident event that completely blocks the inlet or outlet air ducts for greater than the analyzed duration, a site-specific evaluation or analysis may be performed to demonstrate adequate heat removal for the duration of the event. Adequate heat removal is defined as the minimum rate of heat dissipation that ensures cladding temperatures limits are met and structural integrity of the MPC and Overpack is not compromised. For those events where an evaluation or analysis is not performed or is not successful in showing that cladding temperatures remain below their short term temperature limits, the site's emergency plan shall include provisions to address removal of the material blocking the air inlet ducts and to provide alternate means of cooling prior to exceeding the time when the fuel cladding temperature reaches its short-term temperature limit. Alternate means of cooling could include, for example, spraying water into the air outlet ducts using pumps or fire-hoses or blowing air into the air outlet ducts using fans, to directly cool the MPC.

11.2.14 Burial Under Debris

11.2.14.1 Cause of Burial Under Debris

Burial of the HI-STORM System under debris is not a credible accident. During storage at the ISFSI, there are no structures over the casks. The minimum regulatory distance(s) from the ISFSI to the nearest site boundary and the controlled area around the ISFSI concrete pad precludes the close proximity of substantial amounts of vegetation.

There is no credible mechanism for the HI-STORM System to become completely buried under debris. However, for conservatism, complete burial under debris is considered. Blockage of the HI-STORM overpack air inlet ducts has already been considered in Subsection 11.2.13.

11.2.14.2 Burial Under Debris Analysis

Burial of the HI-STORM System does not impose a condition that would have more severe consequences for criticality, confinement, shielding, and structural analyses than that performed for the other accidents analyzed. The debris would provide additional shielding to reduce radiation doses. The accident external pressure encountered during the flood bounds any credible pressure loading caused by the burial under debris.

Burial under debris can affect thermal performance because the debris acts as an insulator and heat sink. This will cause the HI-STORM System and fuel cladding temperatures to increase. A thermal analysis has been performed to determine the time for the fuel cladding temperatures to reach the short term accident condition temperature limit during a burial under debris accident.

Structural

The structural evaluation of the MPC enclosure vessel for accident internal pressure conditions bounds the pressure calculated herein. Therefore, the resulting stresses from this event are well within the allowable values, as demonstrated in Section 3.4.

Thermal

The fuel cladding and MPC integrity is evaluated in Subsection 4.6.2. The evaluation demonstrates that the fuel cladding and confinement function of the MPC are not compromised.

Shielding

There is no effect on the shielding performance of the system as a result of this event.

Criticality

There is no effect on the criticality control features of the system as a result of this event.

Confinement

There is no effect on the confinement function of the MPC as a result of this event. As discussed in the structural evaluation above, all stresses remain within allowable values, assuring confinement boundary integrity.

Radiation Protection

Since there is no degradation in shielding or confinement capabilities as discussed above, there is no effect on occupational or public exposures as a result of this event.

Based on this evaluation, it is concluded that the burial under debris accident does not affect the safe operation of the HI-STORM 100 System, if the debris is removed within the specified time. The 24-hour minimum duct inspection interval ensures that a burial under debris condition will be detected long before the allowable burial time is reached.

11.2.14.3 Burial Under Debris Dose Calculations

As discussed in burial under debris analysis, the shielding is enhanced while the HI-STORM System is covered.

The elevated temperatures will not cause the breach of the confinement system and the short term fuel cladding temperature limit is not exceeded. Therefore, there is no radiological impact.

11.2.14.4 Burial Under Debris Accident Corrective Action

Analysis of the burial under debris accident shows that the fuel cladding peak temperatures are not exceeded even for an extended duration of burial. Upon detection of the burial under debris accident, the ISFSI operator shall assign personnel to remove the debris with mechanical and manual means as necessary. After uncovering the storage overpack, the storage overpack shall be visually and radiologically inspected for any damage. The loaded MPC shall be removed from the storage overpack with the HI-TRAC transfer cask to allow complete inspection of the overpack air inlets and outlets, and annulus. Removal of obstructions to the air flow path shall be performed prior to the re-insertion of the MPC. The site's emergency action plan shall include provisions for the performance of this corrective action.

11.2.15 Extreme Environmental Temperature

11.2.15.1 Cause of Extreme Environmental Temperature

The extreme environmental temperature is postulated as a constant ambient temperature caused by extreme weather conditions. To determine the effects of the extreme temperature, it is conservatively assumed that the temperature persists for a sufficient duration to allow the HI-STORM 100 System to achieve thermal equilibrium. Because of the large mass of the HI-STORM 100 System, with its corresponding large thermal inertia and the limited duration for the extreme temperature, this assumption is conservative.

11.2.15.2 Extreme Environmental Temperature Analysis

The accident condition considering an extreme environmental temperature (Table 2.2.2) for a duration sufficient to reach thermal equilibrium is evaluated with respect to accident condition design temperatures listed in Table 2.2.3.

Structural

The structural evaluation of the MPC enclosure vessel for accident condition internal pressure bounds the pressure resulting from this event. Therefore, the resulting stresses from this event are bounded by that of the accident condition and are well within the allowable values, as discussed in Section 3.4.

Thermal

The resulting temperatures for the system and fuel assembly cladding are provided in evaluation performed in Subsection 4.6.2. As concluded from this evaluation, all temperatures are within the short-term accident condition allowable values specified in Table 2.2.3.

Shielding

There is no effect on the shielding performance of the system as a result of this event, since the concrete temperature does not exceed the short-term temperature limit specified in Table 2.2.3.

Criticality

There is no effect on the criticality control features of the system as a result of this event.

Confinement

There is no effect on the confinement function of the MPC as a result of this event. As discussed in the structural evaluation above, all stresses remain within allowable values, assuring confinement boundary integrity.

Radiation Protection

Since there is no degradation in shielding or confinement capabilities as discussed above, there is no effect on occupational or public exposures as a result of this event.

Based on this evaluation, it is concluded that the extreme environment temperature accident does not affect the safe operation of the HI-STORM 100 System.

11.2.15.3 Extreme Environmental Temperature Dose Calculations

The extreme environmental temperature will not cause the concrete to exceed its normal design temperature. Therefore, there will be no degradation of the concrete's shielding effectiveness. The elevated temperatures will not cause a breach of the confinement system and the short-term fuel cladding temperature is not exceeded. Therefore, there is no radiological impact on the HI-STORM 100 System for the extreme environmental temperature and the dose calculations are equivalent to the normal condition dose rates.

11.2.15.4 Extreme Environmental Temperature Corrective Action

There are no consequences of this accident that require corrective action.

11.2.16 Supplemental Cooling System (SCS) Failure

The SCS system is a forced fluid circulation device used to provide supplemental HI-TRAC cooling. For fluid circulation, the SCS system is equipped with active components requiring power for normal operation. Although an SCS System failure is highly unlikely, for defense-in-depth an accident condition that renders it inoperable for an extended duration is postulated herein.

11.2.16.1 Cause of SCS Failure

Possible causes of SCS failure are: (a) Simultaneous loss of external and backup power, or (b) Complete loss of annulus water from an uncontrolled leak or line break.

11.2.16.2 Analysis of Effects and Consequences of SCS Failure

Structural

See discussion under thermal evaluation below.

Thermal

In the event of a SCS failure due to (a), the following sequence of events occur:

- *i) The annulus water temperature rises to reach it's boiling temperature (~212^{o}F).*
- *ii) A progressive reduction of water level and dryout of the annulus.*

In the event of an SCS failure due to (b), a rapid water loss occurs and annulus is replaced with air. For the condition of a vertically oriented HI-TRAC with air in the annulus, the maximum steady-state temperatures are below the accident temperature limits for fuel cladding and components (see Subsection 4.5.4).

Shielding

There is no adverse effect on the shielding effectiveness of the system.

Criticality

There is no adverse effect on the criticality control of the system.

Confinement

There is no adverse effect on the confinement function of the MPC. As discussed in the evaluations above, the structural boundary pressures are within design limits.

Radiation Protection

As there is no adverse effect on the shielding or confinement functions, there is no effect on occupational or public exposures as a result of this off-normal event.

Based on this evaluation, it is concluded that the SCS failure does not affect the safe operation of the HI-STORM 100 System.

11.2.16.3 SCS Failure Dose Calculations

The event has no radiological impact because the confinement barrier and shielding integrity are not affected.

11.2.16.4 SCS Failure Corrective Action

In the vertical orientation the HI-TRAC is designed to withstand an SCS failure without an adverse effect on its safety functions.

11.3 REFERENCES

[11.2.1] Chun et al., "Dynamic Impact Effects on Spent Fuel Assemblies," Lawrence Livermore National Laboratory, UCID-21246, (October 1987).

[11.2.2] ESEERCO Project EP91-29 and EPRI Project 3100-02, "Debris Collection System for Boiling Water Reactor Consolidation Equipment," B&W Fuel Company, (October 1995).

[11.2.3] Docket Number 72-1008, HI-STAR 100 System FSAR, Holtec Report HI-2012610, Revision 2.

[11.2.4] Docket Number 71-9261, HI-STAR 100 System SAR, Holtec Report HI-951251, Revision 10.

12.1 PROPOSED OPERATING CONTROLS AND LIMITS

12.1.1 NUREG-1536 (Standard Review Plan) Acceptance Criteria

12.1.1.1 This portion of the FSAR establishes the commitments regarding the HI-STORM 100 System and its use. Other 10CFR72 [12.1.2] and 10CFR20 [12.1.3] requirements in addition to the Technical Specifications may apply. The conditions for a general license holder found in 10CFR72.212 [12.1.2] shall be met by the licensee prior to loading spent fuel into the HI-STORM 100 System. The general license conditions governed by 10CFR72 [12.1.2] are not repeated with these Technical Specifications. Licensees are required to comply with all commitments and requirements.

12.1.1.2 The Technical Specifications provided in Appendix A to CoC 72-1014 and the authorized contents and design features provided in Appendix B to CoC 72-1014 are primarily established to maintain subcriticality, confinement boundary and intact fuel cladding integrity, shielding and radiological protection, heat removal capability, and structural integrity under normal, off-normal and accident conditions. Table 12.1.1 addresses each of these conditions respectively and identifies the appropriate Technical Specification(s) designed to control the condition. Table 12.1.2 provides the list of Technical Specifications for the HI-STORM 100 System.

Table 12.1.1

HI-STORM 100 SYSTEM CONTROLS

Condition to be Controlled	Applicable Technical Specifications[†]
Criticality Control	3.3.1 Boron Concentration
Confinement Boundary and Intact Fuel Cladding Integrity	3.1.1 Multi-Purpose Canister (MPC) 3.1.4 Supplemental Cooling System
Shielding and Radiological Protection	3.1.1 Multi-Purpose Canister (MPC) 3.1.3 Fuel Cool-Down 3.2.2 TRANSFER CASK Surface Contamination *5.4 Radioactive Effluent Control Program* 5.7 Radiation Protection Program
Heat Removal Capability	3.1.1 Multi-Purpose Canister (MPC) 3.1.2 SFSC Heat Removal System 3.1.4 Supplemental Cooling System
Structural Integrity	~~3.5 Cask Transfer Facility (CTF)~~ 5.5 Cask Transport Evaluation Program

† Technical Specifications are located in Appendix A to CoC 72-1014. Authorized contents are specified in FSAR Section 2.1.9

Table 12.1.2

HI-STORM 100 SYSTEM TECHNICAL SPECIFICATIONS

NUMBER	TECHNICAL SPECIFICATION
1.0	USE AND APPLICATION 1.1 Definitions 1.2 Logical Connectors 1.3 Completion Times 1.4 Frequency
2.0	Not Used
3.0	LIMITING CONDITION FOR OPERATION (LCO) APPLICABILITY SURVEILLANCE REQUIREMENT (SR) APPLICABILITY
3.1.1	Multi-Purpose Canister (MPC)
3.1.2	SFSC Heat Removal System
3.1.3	Fuel Cool-Down
3.1.4	Supplemental Cooling System
3.2.1	Deleted
3.2.2	TRANSFER CASK Surface Contamination
3.2.3	Deleted
3.3.1	Boron Concentration
Table 3-1	MPC Cavity Drying Limits
Table 3-2	MPC Helium Backfill Limits
4.0	Not Used
5.0	ADMINSTRATIVE CONTROLS~~ AND PROGRAMS~~
5.1	Deleted
5.2	Deleted
5.3	Deleted
5.4	Radioactive Effluent Control Program
5.5	Cask Transport Evaluation Program
5.6	Deleted
5.7	Radiation Protection Program
Table 5-1	TRANSFER CASK and OVERPACK Lifting Requirements

12.2 DEVELOPMENT OF OPERATING CONTROLS AND LIMITS

This section provides a discussion of the operating controls and limits, and training requirements for the HI-STORM 100 System to assure long-term performance consistent with the conditions analyzed in this FSAR.

12.2.1 Training Modules

Training modules are to be developed under the licensee's training program to require a comprehensive, site-specific training, assessment, and qualification (including periodic re-qualification) program for the operation and maintenance of the HI-STORM 100 Spent Fuel Storage Cask (SFSC) System and the Independent Spent Fuel Storage Installation (ISFSI). The training modules shall include the following elements, at a minimum:

1. HI-STORM 100 System Design (overview);

2. ISFSI Facility Design (overview);

3. Systems, Structures, and Components Important to Safety (overview);

4. HI-STORM 100 System Final Safety Analysis Report (overview);

5. NRC Safety Evaluation Report (overview);

6. Certificate of Compliance conditions;

7. HI-STORM 100 Technical Specifications, Approved Contents, Design Features and other Conditions for Use;

8. HI-STORM 100 Regulatory Requirements (e.g., 10CFR72.48, 10CFR72, Subpart K, 10CFR20, 10CFR73);

9. Required instrumentation and use;

10. Operating Experience Reviews

11. HI-STORM 100 System and ISFSI Procedures, including

    - Procedural overview
    - Fuel qualification and loading
    - MPC /HI-TRAC/overpack rigging and handling, including safe load pathways
    - MPC welding operations
    - HI-TRAC/overpack closure
    - Auxiliary equipment operation and maintenance (e.g., draining, moisture removal, helium backfilling, supplemental cooling, and cooldown)

- MPC/HI-TRAC/overpack pre-operational and in-service inspections and tests
- Transfer and securing of the loaded HI-TRAC/overpack onto the transport vehicle
- Transfer and offloading of the HI-TRAC/overpack
- Preparation of MPC/HI-TRAC/overpack for fuel unloading
- Unloading fuel from the MPC/HI-TRAC/overpack
- Surveillance
- Radiation protection
- Maintenance
- Security
- Off-normal and accident conditions, responses, and corrective actions

12.2.2 Dry Run Training

A dry run training exercise of the loading, closure, handling, and transfer of the HI-STORM 100 System shall be conducted by the licensee prior to the first use of the system to load spent fuel assemblies. The dry run shall include, but is not limited to the following:

1. Receipt inspection of HI-STORM 100 System components.

2. Moving the HI-STORM 100 MPC/HI-TRAC into the spent fuel pool.

3. Preparation of the HI-STORM 100 System for fuel loading.

4. Selection and verification of specific fuel assemblies to ensure type conformance.

5. Locating specific assemblies and placing assemblies into the MPC (using a dummy fuel assembly), including appropriate independent verification.

6. Remote installation of the MPC lid and removal of the MPC/HI-TRAC from the spent fuel pool.

7. Replacing the HI-TRAC pool lid with the transfer lid (HI-TRAC 100 and 125 only).

8. MPC welding, NDE inspections, pressure testing, draining, moisture removal, and helium backfilling (for which a mockup may be used).

9. HI-TRAC upending/downending on the horizontal transfer trailer or other transfer device, as applicable to the site's cask handling arrangement.

10. Placement of the HI-STORM 100 System at the ISFSI.

11. HI-STORM 100 System unloading, including cooling fuel assemblies, flooding the MPC cavity, and removing MPC welds (for which a mock-up may be used).

12. Installation and operation of the Supplemental Cooling System.

12.2.3 Functional and Operating Limits, Monitoring Instruments, and Limiting Control Settings

The controls and limits apply to operating parameters and conditions which are observable, detectable, and/or measurable. The HI-STORM 100 System is completely passive during storage and requires no monitoring instruments. The user may choose to implement a temperature monitoring system to verify operability of the overpack heat removal system in accordance with Technical Specification Limiting Condition for Operation (LCO) 3.1.2.

12.2.4 Limiting Conditions for Operation

Limiting Conditions for Operation specify the minimum capability or level of performance that is required to assure that the HI-STORM 100 System can fulfill its safety functions.

12.2.5 Equipment

The HI-STORM 100 System and its components have been analyzed for specified normal, off-normal, and accident conditions, including extreme environmental conditions. Analysis has shown in this FSAR that no credible condition or event prevents the HI-STORM 100 System from meeting its safety function. As a result, there is no threat to public health and safety from any postulated accident condition or analyzed event. When all equipment is loaded, tested, and placed into storage in accordance with procedures developed for the ISFSI, no failure of the system to perform its safety function is expected to occur.

12.2.6 Surveillance Requirements

The analyses provided in this FSAR show that the HI-STORM 100 System fulfills its safety functions, provided that the Technical Specifications and the Authorized Contents described in Section 2.1.9 are met. Surveillance requirements during loading, unloading, and storage operations are provided in the Technical Specifications.

12.2.7 Design Features

This section describes HI-STORM 100 System design features that are Important to Safety. These features require design controls and fabrication controls. The design features, detailed in this FSAR and in Appendix B to CoC 72-1014, are established in specifications and drawings which are controlled through the quality assurance program. Fabrication controls and inspections to assure that the HI-STORM 100 System is fabricated in accordance with the design drawings and the requirements of this FSAR are described in Chapter 9.

12.2.8 MPC

a. Basket material composition, properties, dimensions, and tolerances for criticality control.

b. Canister material mechanical properties for structural integrity of the confinement boundary.

c. Canister and basket material thermal properties and dimensions for heat transfer control.

d. Canister and basket material composition and dimensions for dose rate control.

12.2.9 HI-STORM Overpack

a HI-STORM overpack material mechanical properties and dimensions for structural integrity to provide protection of the MPC and shielding of the spent nuclear fuel assemblies during loading, unloading and handling operations.

b. HI-STORM overpack material thermal properties and dimensions for heat transfer control.

c. HI-STORM overpack material composition and dimensions for dose rate control.

12.2.10 Verifying Compliance with Fuel Assembly Decay Heat, Burnup, and Cooling Time Limits

The~~is~~ examples *below* execute~~s~~ the methodology and equations described in Section 2.1.9.1 for determining allowable decay heat, burnup, and cooling time for the approved cask contents. ~~In this example a demonstration of the use of burnup versus cooling time tables for regionalized fuel loading is provided. In this example it will be assumed that the MPC-32 is being loaded with array/class 16x16A fuel in a regionalized loading pattern.~~

~~Step 1: Determine the maximum allowable assembly decay heat load for each region.~~

~~$q_{Region\ 1}$ = 1.131 kW~~
~~$q_{Region\ 2}$ = 0.600 kW~~

~~Step 2: Develop a burnup versus cooling time table. Since this table is enrichment dependent, it is permitted and advisable to create multiple tables for different enrichments. In this example, two enrichments will be used: 3.1 and 4.185. Tables 12.2.1 and 12.2.2 show the burnup versus cooling time tables calculated for these enrichments for Region 1 and Region 2 using Equation 2.1.9.3.~~

~~Table 12.2.3 provides three hypothetical fuel assemblies in the 16x16A array/class that will be evaluated for acceptability for loading in the MPC-32 example above. The decay heat values in Table 12.2.3 are calculated by the user. The other information is taken from the fuel assembly and reactor operating records.~~

~~Fuel Assembly Number 1 is not acceptable for storage because its enrichment is lower than that used to determine the allowable burnups in Table 12.2.1 and 12.1.2. The solution is to develop~~

~~another table using an enrichment of 3.0 wt.% ^{235}U or less to determine this fuel assembly's suitability for loading in this MPC-32.~~

~~Fuel Assembly Number 2 is not acceptable for loading unless a unique maximum allowable burnup for a cooling time of 4.6 years is calculated by linear interpolation between the values in Table 12.2.1 for 4 years and 5 years of cooling. Linear interpolation yields a maximum burnup of 39,843 MWD/MTU (rounded down from 39,843.4), making Fuel Assembly Number 2 acceptable for loading only in Region 1 due to decay heat limitations.~~

~~Fuel Assembly Number 3 is acceptable for loading based on the higher allowable burnups in Table 12.2.2, which were calculated using a higher minimum enrichment that those in Table 12.2.1, which is still below the actual initial enrichment of Fuel Assembly Number 3. Due to its relatively low total decay heat of 0.5 kW (fuel: 0.4, non-fuel hardware: 0.1), Fuel Assembly Number 3 may be stored in Region 1 or Region 2.~~

Example 1

In this example, a demonstration of the use of burnup versus cooling time tables for regionalized fuel loading is provided. In this example it will be assumed that the MPC-32 is being loaded with array/class 16x16A fuel in a regionalized loading pattern.

Step 1: Pick a value of X between 0.5 and 3. For this example X will be 2.8.

Step 2: Calculate $q_{Region2}$ as described in Section 2.1.9.1.2:

$$q_{Region2} = (2 \times 34)/[(1 + (2.8)^{0.2075}) \times ((12 \times 2.8) + 20)] = 0.5668 \text{ kW}^{\dagger}$$

Step 3: Calculate $q_{Region1}$ as described in Section 2.1.9.1.2:

$$q_{Region1} = X \times q_{Region2} = 2.8 \times 0.5668 = 1.5871 \text{ kW}$$

Step 4: Develop a burnup versus cooling time table. Since this table is enrichment dependent, it is permitted and advisable to create multiple tables for different enrichments. In this example, two enrichments will be used: 3.1 and 4.185. Tables 12.2.1 and 12.2.2 show the burnup versus cooling time tables calculated for these enrichments for Region 1 and Region 2 as described in Section 2.1.9.1.3.

Table 12.2.3 provides three hypothetical fuel assemblies in the 16x16A array/class that will be evaluated for acceptability for loading in the MPC-32 example above. The decay heat values in Table 12.2.3 are calculated by the user. The other information is taken from the fuel assembly and reactor operating records.

Fuel Assembly Number 1 is not acceptable for storage because its enrichment is lower than that used to determine the allowable burnups in Table 12.2.1 and 12.1.2. The solution is to develop

† Results are arbitrarily rounded to four decimal places.

another table using an enrichment of 3.0 wt.% ^{235}U or less to determine this fuel assembly's suitability for loading in this MPC-32.

Fuel Assembly Number 2 is not acceptable for loading unless a unique maximum allowable burnup for a cooling time of 3.3 years is calculated by linear interpolation between the values in Table 12.2.1 for 3 years and 4 years of cooling. Linear interpolation yields a maximum burnup of 36,497 MWD/MTU (rounded down from 36,497.2), making Fuel Assembly Number 2 acceptable for loading only in Region 1 due to decay heat limitations.

Fuel Assembly Number 3 is acceptable for loading based on the higher allowable burnups in Table 12.2.2, which were calculated using a higher minimum enrichment that those in Table 12.2.1, which is still below the actual initial enrichment of Fuel Assembly Number 3. Due to its relatively low total decay heat of 0.5 kW (fuel: 0.4, non-fuel hardware: 0.1), Fuel Assembly Number 3 may be stored in Region 1 or Region 2.

Example 2

In this example, each fuel assembly in Table 12.2.3 will be evaluated to determine whether it may be stored in the same hypothetical MPC-32 in a regionalized storage pattern. Assuming the same value 'X', the same maximum fuel storage location decay heats are calculated. The equation in Section 2.1.9.1.3 is executed for each fuel assembly using its exact initial enrichment to determine its maximum allowable burnup. Linear interpolation is used to further refine the maximum allowable burnup value between cooling times, if necessary.

Fuel Assembly Number 1: The calculated allowable burnup for 3.0 wt.% ^{235}U and a decay heat value of 1.5871 kW ($q_{region1}$) is 44,905 MWD/MTU at 4 years minimum cooling. Its decay heat is too high for loading in Region 2. Comparing the fuel assembly burnup and total decay heat of the contents[†] (fuel (1.01 kW) plus non-fuel hardware (0.5 kW)) to the calculated limits indicates that the fuel assembly, including the non-fuel hardware, is acceptable for storage in Region 1.

Fuel Assembly Number 2: The calculated allowable burnup for 3.2 wt.% ^{235}U and a decay heat value of 1.5871 kW ($q_{region1}$) is 32,989 MWD/MTU for 3 years cooling and 45,382 MWD/MTU for 4 years cooling. Linearly interpolating between these values for a cooling time of 3.3 years yields a maximum allowable burnup of 36,706 MWD/MTU and, therefore, the assembly is acceptable for storage in Region 1. This fuel assembly's decay heat is also too high for loading in Region 2.

Fuel Assembly Number 3: The calculated allowable maximum burnup for 4.3 wt.% ^{235}U and a decay heat value of 0.5668 ($q_{Region2}$) is 41,693 MWD/MTU for 18 years cooling. Comparing the fuel assembly burnup and total decay heat of the contents (fuel plus non-fuel hardware) against the calculated limits indicates that the fuel assembly and non-fuel hardware are acceptable for storage. Therefore, the assembly is acceptable for storage in Region 2. This fuel assembly would also be acceptable for loading in Region 1 (this conclusion is inferred, but not demonstrated).

[†] The assumption is made that the non-fuel hardware meets burnup and cooling time limits in Table 2.1.25.

Table 12.2.1

EXAMPLE BURNUP VERSUS COOLING TIME LIMITS FOR REGIONALIZED LOADING
(MPC-32, Array/Class 16x16A*, X = 2.8,* and Enrichment = 3.1 wt.% ^{235}U)
($q_{Region\ 1}$ = *1.5871*~~1.131~~ kW, $q_{Region\ 2}$ = 0.*5668*~~600~~ kW)

MINIMUM COOLING TIME (years)	MAXIMUM ALLOWABLE BURNUP IN REGION 1 (MWD/MTU)	MAXIMUM ALLOWABLE BURNUP IN REGION 2 (MWD/MTU)
≥3	~~24432~~*32791*	~~12303~~*10896*
≥4	~~35110~~*45145*	~~19318~~*17370*
≥5	~~42999~~*53769*	~~24991~~*22697*
≥6	~~48530~~*59699*	~~29209~~*26615*
≥7	~~52394~~*63971*	~~32135~~*29386*
≥8	~~55322~~*67343*	~~34318~~*31437*
≥9	~~57636~~*68200*	~~36005~~*33000*
≥10	~~59584~~*68200*	~~37395~~*34271*
≥11	~~61262~~*68200*	~~38552~~*35384*
≥12	~~62786~~*68200*	~~39584~~*36322*
≥13	~~64206~~*68200*	~~40507~~*37189*
≥14	~~65551~~*68200*	~~41368~~*37980*
≥15	~~66881~~*68200*	~~42200~~*38773*
≥16	~~68184~~*68200*	~~42998~~*39512*
≥17	68200	~~43769~~*40234*
≥18	68200	~~44538~~*40908*
≥19	68200	~~45292~~*41620*
≥20	68200	~~46055~~*42324*

Table 12.2.2

EXAMPLE BURNUP VERSUS COOLING TIME LIMITS FOR REGIONALIZED LOADING
(MPC-32, Array/Class 16x16A*, X = 2.8,* and Enrichment =4.185 wt.% ^{235}U)
($q_{Region\ 1}$ = 1.*5871*~~131~~ kW, $q_{Region\ 2}$ = 0.*5668*~~600~~ kW)

MINIMUM COOLING TIME (years)	MAXIMUM ALLOWABLE BURNUP IN REGION 1 (MWD/MTU)	MAXIMUM ALLOWABLE BURNUP IN REGION 2 (MWD/MTU)
≥3	~~25811~~*34797*	~~12639~~*11101*
≥4	~~36903~~*47590*	~~19962~~*17870*
≥5	~~44965~~*56438*	~~25702~~*23272*
≥6	~~50602~~*62533*	~~29910~~*27157*
≥7	~~54568~~*66963*	~~32830~~*29907*
≥8	~~57592~~*68200*	~~35020~~*31935*
≥9	~~59984~~*68200*	~~36710~~*33510*
≥10	~~62016~~*68200*	~~38132~~*34785*
≥11	~~63766~~*68200*	~~39321~~*35927*
≥12	~~65351~~*68200*	~~40372~~*36894*
≥13	~~66822~~*68200*	~~41330~~*37790*
≥14	68200	~~42224~~*38593*
≥15	68200	~~43086~~*39419*
≥16	68200	~~43913~~*40191*
≥17	68200	~~44698~~*40937*
≥18	68200	~~45497~~*41643*
≥19	68200	~~46279~~*42363*
≥20	68200	~~47067~~*43094*

Table 12.2.3

SAMPLE CONTENTS TO DETERMINE ACCEPTABILITY FOR STORAGE
(Array/Class 16x16A)

FUEL ASSEMBLY NUMBER	ENRICHMENT (wt. % ^{235}U)	FUEL ASSEMBLY BURNUP (MWD/MTU)	FUEL ASSEMBLY COOLING TIME (years)	FUEL ASSEMBLY DECAY HEAT (kW)	NON-FUEL HARDWARE STORED WITH ASSEMBLY	NFH DECAY HEAT (kW)
1	3.0	37100	4.7	~~0.7~~*1.01*	BPRA	0.*5*~~3~~
2	3.2	~~38812~~*35250*	~~4.6~~*3.3*	~~0.9~~*1.45*	NA	NA
3	4.3	~~41976~~*41276*	18.2	0.4	BPRA	0.1

HI-STORM 100 SYSTEM FSAR

APPENDIX 12.A

TECHNICAL SPECIFICATION BASES

FOR THE HOLTEC HI-STORM 100 SPENT FUEL STORAGE CASK SYSTEM

~~**(46 PAGES, INCLUDING THIS PAGE)**~~

BASES TABLE OF CONTENTS

B 3.1 SFSC Integrity

B 3.1.1 Multi-Purpose Canister (MPC)

BASES

BACKGROUND

A TRANSFER CASK with an empty MPC is placed in the spent fuel pool and loaded with fuel assemblies meeting the requirements of the CoC. A lid is then placed on the MPC. The TRANSFER CASK and MPC are raised to the top of the spent fuel pool surface. The TRANSFER CASK and MPC are then moved into the cask preparation area where the MPC lid is welded to the MPC shell and the welds are inspected and tested. The water is drained from the MPC cavity and drying is performed. The MPC cavity is backfilled with helium. Then, the MPC vent and drain port cover plates and closure ring are installed and welded. Inspections are performed on the welds.

MPC cavity moisture removal using vacuum drying or forced helium dehydration is performed to remove residual moisture from the MPC cavity space after the MPC has been drained of water. If vacuum drying is used, any water that has not drained from the fuel cavity evaporates from the fuel cavity due to the vacuum. This is aided by the temperature increase due to the decay heat of the fuel and by the heat added to the MPC from the optional warming pad, if used.

If forced helium dehydration is used, the dry gas introduced to the MPC cavity through the vent or drain port absorbs the residual moisture in the MPC. This humidified gas exits the MPC via the other port and the absorbed water is removed through condensation and/or mechanical drying. The dried helium is then forced back to the MPC until the temperature acceptance limit is met.

(continued)

BASES

BACKGROUND (continued)

After the completion of drying, the MPC cavity is backfilled with helium meeting the requirements of the CoC.

Backfilling of the MPC fuel cavity with helium promotes gaseous heat dissipation and the inert atmosphere protects the fuel cladding. Backfilling the MPC with helium in the required quantity eliminates air inleakage over the life of the MPC because the cavity pressure rises due to heat up of the confined gas by the fuel decay heat during storage.

~~In-leakage of air could be harmful to the fuel. Prior to moving the SFSC to the storage pad, the MPC helium leak rate is determined to ensure that the fuel is confined.~~

APPLICABLE SAFETY ANALYSIS

The confinement of radioactivity during the storage of spent fuel in the MPC is ensured by the multiple confinement boundaries and systems. The barriers relied on are the fuel pellet matrix, the metallic fuel cladding tubes in which the fuel pellets are contained, and the MPC in which the fuel assemblies are stored. Long-term integrity of the fuel and cladding depend on storage in an inert atmosphere. This is accomplished by removing water from the MPC and backfilling the cavity with an inert gas. The thermal analyses of the MPC assume that the MPC cavity is filled with dry helium of a minimum quantity to ensure the assumptions used for convection heat transfer are preserved. Keeping the backfill pressure below the maximum value preserves the initial condition assumptions made in the MPC overpressurization evaluation.

(continued)

BASES (continued)

LCO

A dry, helium filled and sealed MPC establishes an inert heat removal environment necessary to ensure the integrity of the multiple confinement boundaries. Moreover, it also ensures that there will be no air in-leakage into the MPC cavity that could damage the fuel cladding over the storage period.

APPLICABILITY

The dry, sealed and inert atmosphere is required to be in place during TRANSPORT OPERATIONS and STORAGE OPERATIONS to ensure both the confinement barriers and heat removal mechanisms are in place during these operating periods. These conditions are not required during LOADING OPERATIONS or UNLOADING OPERATIONS as these conditions are being established or removed, respectively during these periods in support of other activities being performed with the stored fuel.

ACTIONS

A note has been added to the ACTIONS which states that, for this LCO, separate Condition entry is allowed for each MPC. This is acceptable since the Required Actions for each Condition provide appropriate compensatory measures for each MPC not meeting the LCO. Subsequent MPCs that do not meet the LCO are governed by subsequent Condition entry and application of associated Required Actions.

A.1

If the cavity vacuum drying pressure or demoisturizer exit gas temperature limit has been determined not to be met during TRANSPORT OPERATIONS or STORAGE OPERATIONS, an engineering evaluation is necessary to determine the potential quantity of moisture left within the MPC cavity. Since moisture remaining in the cavity during these modes of operation may represent a long-term degradation concern, immediate action is not necessary. The Completion Time is sufficient to complete the engineering evaluation commensurate with the safety significance of the CONDITION.

(continued)

BASES

ACTIONS
(continued)

A.2

Once the quantity of moisture potentially left in the MPC cavity is determined, a corrective action plan shall be developed and actions initiated to the extent necessary to return the MPC to an analyzed condition. Since the quantity of moisture estimated under Required Action A.1 can range over a broad scale, different recovery strategies may be necessary. Since moisture remaining in the cavity during these modes of operation may represent a long-term degradation concern, immediate action is not necessary. The Completion Time is sufficient to develop and initiate the corrective actions commensurate with the safety significance of the CONDITION.

B.1

If the helium backfill quantity limit has been determined not to be met during TRANSPORT OPERATIONS or STORAGE OPERATIONS, an engineering evaluation is necessary to determine the quantity of helium within the MPC cavity. Since too much or too little helium in the MPC during these modes represents a potential overpressure or heat removal degradation concern, an engineering evaluation shall be performed in a timely manner. The Completion Time is sufficient to complete the engineering evaluation commensurate with the safety significance of the CONDITION.

(continued)

BASES

ACTIONS (continued)

B.2

Once the quantity of helium in the MPC cavity is determined, a corrective action plan shall be developed and initiated to the extent necessary to return the MPC to an analyzed condition *either by adding or removing helium or by demonstrating through analysis that all cask system limits will continue to be met*. Since the quantity of helium estimated under Required Action B.1 can range over a broad scale, different recovery strategies may be necessary. Since elevated or reduced helium quantities existing in the MPC cavity represent a potential overpressure or heat removal degradation concern, corrective actions should be developed and implemented in a timely manner. The Completion Time is sufficient to develop and initiate the corrective actions commensurate with the safety significance of the CONDITION.

C.1

If the helium leak rate limit has been determined not to be met during TRANSPORT OPERATIONS or STORAGE OPERATIONS, an engineering evaluation is necessary to determine the impact of increased helium leak rate on heat removal and off-site dose. Since the HI-STORM OVERPACK is a ventilated system, any leakage from the MPC is transported directly to the environment. Since an increased helium leak rate represents a potential challenge to MPC heat removal and the off-site doses, reasonably rapid action is warranted. The Completion Time is sufficient to complete the engineering evaluation commensurate with the safety significance of the CONDITION.

(continued)

BASES

ACTIONS (continued)

C.2

Once the cause and consequences of the elevated leak rate from the MPC are determined, a corrective action plan shall be developed and initiated to the extent necessary to return the MPC to an analyzed condition. Since the recovery mechanisms can range over a broad scale based on the evaluation performed under Required Action C.1, different recovery strategies may be necessary. Since an elevated helium leak rate represents a challenge to heat removal rates and offsite doses, reasonably rapid action is required. The Completion Time is sufficient to develop and initiate the corrective actions commensurate with the safety significance of the CONDITION.

~~C~~*D*.1

If the MPC fuel cavity cannot be successfully returned to a safe, analyzed condition, the fuel must be placed in a safe condition in the spent fuel pool. The Completion Time is reasonable based on the time required to replace the transfer lid with the pool lid (if required), perform fuel cooldown operations (if required), re-flood the MPC, cut the MPC lid welds, move the TRANSFER CASK into the spent fuel pool, remove the MPC lid, and remove the spent fuel assemblies in an orderly manner and without challenging personnel.

BASES

SURVEILLANCE REQUIREMENTS

SR 3.1.1.1, ~~and~~ SR 3.1.1.2 *and SR 3.1.1.3*

The long-term integrity of the stored fuel is dependent on storage in a dry, inert environment. For moderate burnup fuel cavity dryness may be demonstrated either by evacuating the cavity to a very low absolute pressure and verifying that the pressure is held over a specified period of time or by recirculating dry helium through the MPC cavity to absorb moisture until the gas temperature or dew point at the specified location reaches and remains below the acceptance limit for the specified time period. A low vacuum pressure or a demoisturizer exit temperature meeting the acceptance limit is an indication that the cavity is dry. For high burnup fuel and high decay heat load MPCs, the forced helium dehydration method of moisture removal must be used to provide necessary cooling of the fuel during drying operations. Cooling provided by normal operation of the forced helium dehydration system ensures that the fuel cladding temperature remains below the applicable limits since forced recirculation of helium provides more effective heat transfer than that which occurs during normal storage operations.

Table 3-1 of Appendix A to the CoC provides the appropriate requirements for drying the MPC cavity based on the burnup class of the fuel (moderate or high) and the applicable short-term temperature limit. The temperature limits and associated cladding hoop stress calculation requirements are consistent with the guidance in NRC Interim Staff Guidance (ISG) Document 11.

Having the proper quantity of helium in the MPC ensures adequate heat transfer from the fuel to the fuel basket and surrounding structure of the MPC and precludes any overpressure event from challenging the normal, off-normal, or accident design pressure of the MPC. *Meeting the helium leak rate limit ensures there is adequate helium in the MPC for long term storage and that there is no credible effluent dose from the cask.*

(continued)

BASES

SURVEILLANCE REQUIREMENTS

SR 3.1.1.1, ~~and~~ SR 3.1.1.2 *and SR 3.1.1.3* (continued)

~~Both~~*All three* of these surveillances must be successfully performed once, prior to TRANSPORT OPERATIONS to ensure that the conditions are established for SFSC storage which preserve the analysis basis supporting the cask design.

REFERENCES

1. FSAR Sections 1.2, 4.4, 4.5, 7.2, 7.3 and 8.1
2. Interim Staff Guidance Document 11
3. Interim Staff Guidance Document 18

B 3.1 SFSC Integrity

B 3.1.2 SFSC Heat Removal System

BASES

BACKGROUND

The SFSC Heat Removal System is a passive, air-cooled, convective heat transfer system that ensures heat from the MPC canister is transferred to the environs by the chimney effect. Relatively cool air is drawn into the annulus between the OVERPACK and the MPC through the inlet air ducts ~~at the bottom of the OVERPACK~~. The MPC transfers its heat from the canister surface to the air via natural convection. The buoyancy created by the heating of the air creates a chimney effect and the air is forced back into the environs through the outlet air ducts at the top of the OVERPACK.

APPLICABLE SAFETY ANALYSIS

The thermal analyses of the SFSC take credit for the decay heat from the spent fuel assemblies being ultimately transferred to the ambient environment surrounding the OVERPACK. Transfer of heat away from the fuel assemblies ensures that the fuel cladding and other SFSC component temperatures do not exceed applicable limits. Under normal storage conditions, the inlet and outlet air ducts are unobstructed and full air flow (i.e., maximum heat transfer for the given ambient temperature) occurs.

Analyses have been performed for the complete obstruction of half, and all inlet air ducts. Blockage of half of the inlet air ducts reduces air flow through the OVERPACK annulus and decreases heat transfer from the MPC. Under this off-normal condition, no SFSC components exceed the short term temperature limits.

(continued)

BASES

APPLICABLE SAFETY ANALYSIS (continued)

The complete blockage of all inlet air ducts stops normal air cooling of the MPC. The MPC will continue to radiate heat to the relatively cooler ~~inner shell of the~~ OVERPACK. With the loss of normal air cooling, the SFSC component temperatures will increase toward their respective short-term temperature limits. None of the components reach their temperature limits over the ~~72-hour~~ duration of the analyzed event.

LCO

The SFSC Heat Removal System must be verified to be operable to preserve the assumptions of the thermal analyses. *Operability is defined as at least 50% of the inlet air ducts available for air flow (i.e., unblocked).* Operability of the heat removal system ensures that the decay heat generated by the stored fuel assemblies is transferred to the environs at a sufficient rate to maintain fuel cladding and other SFSC component temperatures within design limits.

The intent of this LCO is to address those occurrences of air duct blockage that can be reasonably anticipated to occur from time to time at the ISFSI (i.e., Design Event I and II class events per ANSI/ANS-57.9). These events are of the type where corrective actions can usually be accomplished within one 8-hour operating shift to restore the heat removal system to operable status (e.g., removal of loose debris).

(continued)

BASES

LCO (continued)

This LCO is not intended to address low frequency, unexpected Design Event III and IV class events such as design basis accidents and extreme environmental phenomena that could potentially block one or more of the air ducts for an extended period of time (i.e., longer than the total Completion Time of the LCO). This class of events is addressed site-specifically as required by Section 3.4.*10*~~9~~ of Appendix B to the CoC.

APPLICABILITY

The LCO is applicable during STORAGE OPERATIONS. Once an OVERPACK containing an MPC loaded with spent fuel has been placed in storage, the heat removal system must be operable to ensure adequate dissipation of the decay heat from the fuel assemblies.

ACTIONS

A note has been added to the ACTIONS which states that, for this LCO, separate Condition entry is allowed for each SFSC. This is acceptable since the Required Actions for each Condition provide appropriate compensatory measures for each SFSC not meeting the LCO. Subsequent SFSCs that don't meet the LCO are governed by subsequent Condition entry and application of associated Required Actions.

A.1

Although the heat removal system remains operable, the blockage should be cleared expeditiously.

~~A~~*B*.1

If the heat removal system has been determined to be inoperable, it must be restored to operable status within eight hours. Eight hours is a reasonable period of time (typically, one operating shift) to take action to remove the obstructions in the air flow path.

(continued)

BASES

ACTIONS (continued)

~~B~~*C*.1

If the heat removal system cannot be restored to operable status within eight hours, the innermost portion of the OVERPACK concrete may experience elevated temperatures. Therefore, dose rates are required to be measured to verify the effectiveness of the radiation shielding provided by the concrete. This Action must be performed immediately and repeated every twelve hours thereafter to provide timely and continued evaluation of the effectiveness of the concrete shielding. As necessary, the cask user shall provide additional radiation protection measures such as temporary shielding. The Completion Time is reasonable considering the expected slow rate of deterioration, if any, of the concrete under elevated temperatures.

~~B~~*C*.2.1

In addition to Required Action B.1, efforts must continue to restore cooling to the SFSC. Efforts must continue to restore the heat removal system to operable status by removing the air flow obstruction(s) unless optional Required Action B.2.2 is being implemented.

This Required Action must be complete in 64 hours *if the decay heat load of the MPC is less than or equal to 28.74 kW or within 24 hours if the decay heat load of the MPC is greater than 28.74 kW*. *These Completion Times are consistent with the thermal analyses of this event, which show that all component temperatures remain below their short-term temperature limits up to 72, 32 or 26 hours after event initiation, respectively.*

(continued)

BASES

ACTIONS

~~B~~*C*.2.1 (continued)

The Completion Time reflects the 8 hours to complete Required Action A.1 and the appropriate balance of time consistent with the applicable analysis results. The event is assumed to begin at the time the SFSC heat removal system is declared inoperable. This is reasonable considering the low probability of all inlet ~~or outlet~~ ducts becoming simultaneously blocked by trash or debris.

~~B~~*C*.2.2

In lieu of implementing Required Action B.2.1, transfer of the MPC into a TRANSFER CASK will place the MPC in an analyzed condition and ensure adequate fuel cooling until actions to correct the heat removal system inoperability can be completed. Transfer of the MPC into a TRANSFER CASK removes the SFSC from the LCO Applicability since STORAGE OPERATIONS does not include times when the MPC resides in the TRANSFER CASK. In this case, the requirements of CoC Appendix A, LCO 3.1.4 apply.

An engineering evaluation must be performed to determine if any concrete deterioration has occurred which prevents it from performing its design function. If the evaluation is successful and the air flow obstructions have been cleared, the OVERPACK heat removal system may be considered operable and the MPC transferred back into the OVERPACK. Compliance with LCO 3.1.2 is then restored. If the evaluation is unsuccessful, the user must transfer the MPC into a different, fully qualified OVERPACK to resume STORAGE OPERATIONS and restore compliance with LCO 3.1.2

(continued)

BASES

ACTIONS

~~B~~*C*.2.2 (continued)

In lieu of performing the engineering evaluation, the user may opt to proceed directly to transferring the MPC into a different, fully qualified OVERPACK or place the TRANSFER CASK in the spent fuel pool and unload the MPC.

The Completion Time*s* of 64*, 24 and 18* hours reflect~~s~~ the Completion Time from Required Action B.2.1 to ensure component temperatures remain below their short-term temperature limits for the respective decay heat loads *and OVERPACK styles*.

SURVEILLANCE REQUIREMENTS

SR 3.1.2~~.1~~

The long-term integrity of the stored fuel is dependent on the ability of the SFSC to reject heat from the MPC to the environment. There are two options for implementing SR 3.1.2, either of which is acceptable for demonstrating that the heat removal system is OPERABLE.

Visual observation that all inlet and outlet air ducts are unobstructed ensures that air flow past the MPC is occurring and heat transfer is taking place. ~~Complete~~*Greater than 50%* blockage of *the total* ~~any one or more~~ inlet or outlet air duct~~s~~ *area* renders the heat removal system inoperable and this LCO not met. ~~Partial~~*50% or less* blockage of *the total*~~one or more~~ inlet or outlet air duct~~s~~ *area* does not constitute inoperability of the heat removal system. However, corrective actions should be taken promptly to remove the obstruction and restore full flow through the affected duct(s).

(continued)

BASES

SURVEILLANCE REQUIREMENTS

SR 3.1.2~~.1~~ (continued)

As an alternative, for OVERPACKs with air temperature monitoring instrumentation installed in the outlet air ducts, the temperature rise between ambient and the OVERPACK air outlet may be monitored to verify operability of the heat removal system. Blocked inlet or outlet air ducts will reduce air flow and increase the temperature rise experienced by the air as it removes heat from the MPC. Based on the analyses, provided the air temperature rise is less than the limit stated in the SR, adequate air flow and, therefore, adequate heat transfer is occurring to provide assurance of long term fuel cladding integrity. The reference ambient temperature used to perform this Surveillance shall be measured at the ISFSI facility.

The Frequency of 24 hours is reasonable based on the time necessary for SFSC components to heat up to unacceptable temperatures assuming design basis heat loads, and allowing for corrective actions to take place upon discovery of blockage of air ducts.

REFERENCES

1. FSAR Chapter 4
2. FSAR Sections 11.2.13 and 11.2.14
3. ANSI/ANS 57.9-1992

B 3.1 SFSC Integrity

B 3.1.4 Supplemental Cooling System

BASES

BACKGROUND

The Supplemental Cooling System (SCS) is an active, water cooling system that provides augmented heat removal from the MPC to ensure fuel cladding temperatures remain below the applicable limit during onsite transport operations in the TRANSFER CASK. The system is required for all MPCs meeting the burnup, heat load, and TRANSFER CASK orientation combinations specified in the Applicability of the LCO.

APPLICABLE SAFETY ANALYSIS

The thermal analyses of the MPC inside the TRANSFER CASK take credit for the operation of the SCS under certain conditions to ensure that the spent fuel cladding temperature remains below the applicable limit. FSAR Section 4.5 describes these analyses in more detail. For MPCs containing all moderate burnup fuel ($\leq$ 45,000 MWD/MTU), SCS operation is not required, because the fuel cladding temperature cannot exceed the limit of 1058^{o}F for moderate burnup fuel (Refs. 2 and 3).

For high burnup fuel, the fuel cladding temperature limit is 400^{o}C (752^{o}F) during onsite transportation. For MPCs containing one or more high burnup fuel assemblies, the SCS has been credited in the thermal analysis in order to meet the lower fuel cladding temperature limit.

(continued)

BASES

LCO

The Supplemental Cooling System must be operable if the MPC/TRANSFER cask assemblage meets one of the following conditions in the Applicability portion of the LCO in order to preserve the assumptions made in the thermal analysis.

APPLICABILITY

The LCO is applicable within 4 hours after completion of MPC drying operations in accordance with LCO 3.1.1 or within 4 hours of transferring the MPC into the TRANSFER CASK if the MPC is to be unloaded, and the following conditions are met:

MPCs having one or more fuel assemblies with an average burnup greater than 45,000 MWD/MTU.

MPCs having a decay heat load > 25 *kW.*

ACTIONS

A.1

The SCS would be declared inoperable if it cannot be operated due to a failure of a system component or a TRANSFER CASK component, or the inaccessibility of a portion of the transfer cask (i.e., the bottom lid fluid connection). If the SCS has been determined to be inoperable, the thermal analysis shows that the fuel cladding temperature would not exceed the short term temperature limit applicable to an off-normal condition, even with no water in the TRANSFER CASK-to-MPC annulus. Actions should be taken to restore the SCS to operable status in a timely manner. Because the thermal analysis is a steady-state analysis, there is an indefinite period of time available to make repairs to the SCS. However, it is prudent to require the actions to be completed in a reasonably short period of time. A Completion Time of 7 days is considered appropriate and a reasonable amount of time to plan the work, obtain needed parts, and execute the work in a controlled manner.

(continued)

BASES

ACTIONS
(continued)

B.1

If, after 7 days, the SCS cannot be restored to operable status, actions should be taken to remove the fuel assemblies from the MPC and place them back into the spent fuel pool storage racks. Thirty days is considered a reasonable time frame given that the MPC will be adequately cooled while this action is being planned and implemented, and certain equipment for this infrequent evolution (e.g., weld cutting machine) may take some time to acquire.

SURVEILLANCE
REQUIREMENTS

SR 3.1.4.1

The long-term integrity of the stored fuel is dependent on the ability of the SFSC to reject heat from the MPC to the environment, including during short-term evolutions such as on-site transportation in the TRANSFER CASK. The SCS is required to ensure adequate fuel cooling in certain cases. The SCS should be verified to be operable every two hours. This would involve verification that the water flow rate and temperatures are within expected ranges and the pump and air cooler are operating as expected. This is a reasonable Frequency given the typical oversight occurring during the on-site transportation evolution, the duration of the evolution, and the simple equipment involved.

REFERENCES

1. FSAR Section 4.5
2. NRC Interim Staff Guidance 11, Rev. 3
3. NRC Memorandum, C. Brown to M.W. Hodges, January 29, 2004

B 3.2 ~~Deleted~~*SFSC Radiation Protection*

B 3.2.1 Deleted

HI-STORM 100 SYSTEM FSAR

APPENDIX 12.B

~~COMMENT RESOLUTION LETTERS~~

~~(XX Pages Including this Page)~~*INTENTIONALLY DELETED*

13.~~6~~*1* REFERENCES

[13.0.1] NUREG/CR-6407, "Classification of Transportation Packaging and Dry Spent Fuel Storage System Components According to Importance to Safety," February 1996.

[13.0.2] Holtec International Quality Assurance Program, Revision 13.

[13.0.3] NUREG-1536, "Standard Review Plan for Dry Cask Storage Systems," January 1997.

[13.0.4] NRC QA Program Approval for Radioactive Material Packages No. 0784, Revision 3, Docket 71-0784.