

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

CHAPTER 19  
PROBABILISTIC RISK ASSESSMENT

TABLE OF CONTENTS

<u>Section</u>	<u>Title</u>	<u>Page</u>
19.1	INTRODUCTION.....	19.1-1
19.2	INTERNAL INITIATING EVENTS .....	19.2-1
19.3	MODELING OF SPECIAL INITIATORS.....	19.3-1
19.4	EVENT TREE MODELS .....	19.4-1
19.5	SUPPORT SYSTEMS.....	19.5-1
19.6	SUCCESS CRITERIA ANALYSIS .....	19.6-1
19.7	FAULT TREE GUIDELINES .....	19.7-1
19.8	PASSIVE CORE COOLING SYSTEM - PASSIVE RESIDUAL HEAT REMOVAL .....	19.8-1
19.9	PASSIVE CORE COOLING SYSTEM - CORE MAKEUP TANKS	19.9-1
19.10	PASSIVE CORE COOLING SYSTEM - ACCUMULATOR .....	19.10-1
19.11	PASSIVE CORE COOLING SYSTEM - AUTOMATIC DEPRESSURIZATION SYSTEM.....	19.11-1
19.12	PASSIVE CORE COOLING SYSTEM - IN-CONTAINMENT REFUELING WATER STORAGE TANK .....	19.12-1
19.13	PASSIVE CONTAINMENT COOLING.....	19.13-1
19.14	MAIN AND STARTUP FEEDWATER SYSTEM .....	19.14-1
19.15	CHEMICAL AND VOLUME CONTROL SYSTEM .....	19.15-1
19.16	CONTAINMENT HYDROGEN CONTROL SYSTEM.....	19.16-1
19.17	NORMAL RESIDUAL HEAT REMOVAL SYSTEM.....	19.17-1
19.18	COMPONENT COOLING WATER SYSTEM .....	19.18-1
19.19	SERVICE WATER SYSTEM.....	19.19-1

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

TABLE OF CONTENTS (Continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
19.20	CENTRAL CHILLED WATER SYSTEM .....	19.20-1
19.21	AC POWER SYSTEM.....	19.21-1
19.22	CLASS 1E DC & UPS SYSTEM .....	19.22-1
19.23	NON-CLASS 1E DC & UPS SYSTEM .....	19.23-1
19.24	CONTAINMENT ISOLATION.....	19.24-1
19.25	COMPRESSED AND INSTRUMENT AIR SYSTEM.....	19.25-1
19.26	PROTECTION AND SAFETY MONITORING SYSTEM.....	19.26-1
19.27	DIVERSE ACTUATION SYSTEM.....	19.27-1
19.28	PLANT CONTROL SYSTEM .....	19.28-1
19.29	COMMON CAUSE ANALYSIS .....	19.29-1
19.30	HUMAN RELIABILITY ANALYSIS .....	19.30-1
19.31	OTHER EVENT TREE NODE PROBABILITIES.....	19.31-1
19.32	DATA ANALYSIS AND MASTER DATA BANK.....	19.32-1
19.33	FAULT TREE AND CORE DAMAGE QUANTIFICATION .....	19.33-1
19.34	SEVERE ACCIDENT PHENOMENA TREATMENT .....	19.34-1
19.35	CONTAINMENT EVENT TREE ANALYSIS.....	19.35-1
19.36	REACTOR COOLANT SYSTEM DEPRESSURIZATION.....	19.36-1
19.37	CONTAINMENT ISOLATION.....	19.37-1
19.38	REACTOR VESSEL REFLOODING.....	19.38-1
19.39	IN-VESSEL RETENTION OF MOLTEN CORE DEBRIS.....	19.39-1
19.40	PASSIVE CONTAINMENT COOLING.....	19.40-1
19.41	HYDROGEN MIXING AND COMBUSTION ANALYSIS .....	19.41-1

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

TABLE OF CONTENTS (Continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
19.42	CONDITIONAL CONTAINMENT FAILURE PROBABILITY DISTRIBUTION.....	19.42-1
19.43	RELEASE FREQUENCY QUANTIFICATION.....	19.43-1
19.44	MAAP4.0 CODE DESCRIPTION AND AP1000 MODELING .....	19.44-1
19.45	FISSION PRODUCT SOURCE TERMS .....	19.45-1
19.46	NOT USED.....	19.46-1
19.47	NOT USED.....	19.47-1
19.48	NOT USED.....	19.48-1
19.49	OFFSITE DOSE EVALUATION .....	19.49-1
19.50	IMPORTANCE AND SENSITIVITY ANALYSIS .....	19.50-1
19.51	UNCERTAINTY ANALYSIS .....	19.51-1
19.52	NOT USED.....	19.52-1
19.53	NOT USED.....	19.53-1
19.54	LOW POWER AND SHUTDOWN PRA ASSESSMENT.....	19.54-1
19.55	SEISMIC MARGIN ANALYSIS .....	19.55-1
19.55.6.3	Site-Specific Seismic Margin Analysis.....	19.55-1
19.55.7	REFERENCES .....	19.55-3
19.56	PRA INTERNAL FLOODING ANALYSIS.....	19.56-1
19.57	INTERNAL FIRE ANALYSIS.....	19.57-1
19.58	WINDS, FLOODS, AND OTHER EXTERNAL EVENTS.....	19.58-1
19.58.3	CONCLUSION.....	19.58-1
19.58.4	REFERENCES .....	19.58-1

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.59	PRA RESULTS AND INSIGHTS.....	19.59-1
19.59.10.5	Combined License Information .....	19.59-1
19.59.10.6	PRA Configuration Controls.....	19.59-4
19.59.11	REFERENCES .....	19.59-7

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

TABLE OF CONTENTS (Continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
APP. 19A	THERMAL HYDRAULIC ANALYSIS TO SUPPORT SUCCESS CRITERIA.....	19A-1
APP. 19B	EX-VESSEL SEVERE ACCIDENT PHENOMENA.....	19B-1
APP. 19C	ADDITIONAL ASSESSMENT OF AP1000 DESIGN FEATURES.....	19C-1
APP. 19D	EQUIPMENT SURVIVABILITY ASSESSMENT .....	19D-1
APP. 19E	SHUTDOWN EVALUATION .....	19E-1
APP. 19F	MALEVOLENT AIRCRAFT IMPACT .....	19F-1

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

LIST OF TABLES

<u>Number</u>	<u>Title</u>	
19.55-201	HCLPF Capacities for LNP Site Specific Design Features	
19.58-201	External Event Frequencies	
19.59-201	PRA-Based Insights for Site-Specific SSCs	

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**LIST OF FIGURES**

Number

Title

None

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**CHAPTER 19**

**PROBABILISTIC RISK ASSESSMENT**

**19.1 INTRODUCTION**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.



**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**19.2 INTERNAL INITIATING EVENTS**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**19.3 MODELING OF SPECIAL INITIATORS**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**19.4 EVENT TREE MODELS**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**19.5 SUPPORT SYSTEMS**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**19.6 SUCCESS CRITERIA ANALYSIS**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**19.7 FAULT TREE GUIDELINES**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2**  
**COL Application**  
**Part 2, Final Safety Analysis Report**

19.8 PASSIVE CORE COOLING SYSTEM - PASSIVE RESIDUAL HEAT  
REMOVAL

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.9 PASSIVE CORE COOLING SYSTEM - CORE MAKEUP TANKS

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.



**Levy Nuclear Plant Units 1 and 2**  
**COL Application**  
**Part 2, Final Safety Analysis Report**

19.10 PASSIVE CORE COOLING SYSTEM - ACCUMULATOR

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**19.11 PASSIVE CORE COOLING SYSTEM - AUTOMATIC  
DEPRESSURIZATION SYSTEM**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**19.12 PASSIVE CORE COOLING SYSTEM - IN-CONTAINMENT REFUELING  
WATER STORAGE TANK**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.13 PASSIVE CONTAINMENT COOLING

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**19.14 MAIN AND STARTUP FEEDWATER SYSTEM**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.15 CHEMICAL AND VOLUME CONTROL SYSTEM

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.16 CONTAINMENT HYDROGEN CONTROL SYSTEM

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.17 NORMAL RESIDUAL HEAT REMOVAL SYSTEM

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**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.18 COMPONENT COOLING WATER SYSTEM

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.19 SERVICE WATER SYSTEM

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.20 CENTRAL CHILLED WATER SYSTEM

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.21 AC POWER SYSTEM

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.22 CLASS 1E DC & UPS SYSTEM

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.23 NON-CLASS 1E DC & UPS SYSTEM

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**19.24 CONTAINMENT ISOLATION**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.25 COMPRESSED AND INSTRUMENT AIR SYSTEM

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.



**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.26 PROTECTION AND SAFETY MONITORING SYSTEM

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.27 DIVERSE ACTUATION SYSTEM

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.28 PLANT CONTROL SYSTEM

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.29 COMMON CAUSE ANALYSIS

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.30 HUMAN RELIABILITY ANALYSIS

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.31 OTHER EVENT TREE NODE PROBABILITIES

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.32 DATA ANALYSIS AND MASTER DATA BANK

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.33 FAULT TREE AND CORE DAMAGE QUANTIFICATION

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.



**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.34 SEVERE ACCIDENT PHENOMENA TREATMENT

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.35 CONTAINMENT EVENT TREE ANALYSIS

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.36 REACTOR COOLANT SYSTEM DEPRESSURIZATION

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.37 CONTAINMENT ISOLATION

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.38 REACTOR VESSEL REFLOODING

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.39 IN-VESSEL RETENTION OF MOLTEN CORE DEBRIS

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.40 PASSIVE CONTAINMENT COOLING

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.41 HYDROGEN MIXING AND COMBUSTION ANALYSIS

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.



**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.42 CONDITIONAL CONTAINMENT FAILURE PROBABILITY  
DISTRIBUTION

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**19.43 RELEASE FREQUENCY QUANTIFICATION**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.44 MAAP4.0 CODE DESCRIPTION AND AP1000 MODELING

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.45 FISSION PRODUCT SOURCE TERMS

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.46 NOT USED

This **section** was not required for DCD and is not used by DCD and FSAR.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.47 NOT USED

This **section** was not required for DCD and is not used by DCD and FSAR.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.48 NOT USED

This **section** was not required for DCD and is not used by DCD and FSAR.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**19.49 OFFSITE DOSE EVALUATION**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.



**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.50 IMPORTANCE AND SENSITIVITY ANALYSIS

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.51 UNCERTAINTY ANALYSIS

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.52 NOT USED

This **section** was not required for DCD and is not used by DCD and FSAR.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.53 NOT USED

This **section** was not required for DCD and is not used by DCD and FSAR.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.54 LOW POWER AND SHUTDOWN PRA ASSESSMENT

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2**  
**COL Application**  
**Part 2, Final Safety Analysis Report**

19.55 SEISMIC MARGIN ANALYSIS

This **section** of the referenced DCD is incorporated by reference with the following departures and/or supplements.

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Add the following Subsection after DCD **Subsection 19.55.6.2**:

19.55.6.3 Site-Specific Seismic Margin Analysis

LNP COL 19.59.10-6 The LNP GMRS was developed as the Truncated Soil Column Surface Response (TSCSR) on the uppermost in-situ competent material at elevation 11 m (36 ft.) NAVD88 as described in **Subsection 2.5.2.6**. Since plant design grade will be established at elevation 15.5 m (51 ft.) NAVD88 by engineered fill above in-situ material as noted in **Subsection 2.5.4.5**, performance based surface horizontal and vertical response spectra (PBSRS) at the design grade were developed as described in **Subsection 2.5.2.6**. Both the LNP GMRS and the PBSRS are enveloped by the AP1000 Certified Seismic Response Spectra as documented in **Subsection 2.5.2.6**. In addition, LNP site-specific SSI analysis was performed to evaluate the effect of the LNP unique foundation conditions on seismic demand. It was determined that the LNP site-specific seismic floor response spectra (FRS) at the six key locations are enveloped by the AP1000 CSDRS based FRS at the six key locations. In addition, the LNP maximum bearing pressure is less than the CSDRS based maximum bearing pressure of 24 ksf for soft rock sites. For the 24 ksf bearing pressure, the LNP site specific bearing factor of safety is greater than the acceptable factor of safety for static and dynamic loadings (**Subsection 2.5.4.10.1.1**). The LNP SSI analysis results are documented in **Subsection 3.7.1.1.1**. Thus, LNP site unique foundation conditions do not lower the High Confidence Low Probability of Failure (HCLPF) values calculated for the certified design.

The soils under the LNP 1 and LNP 2 nuclear islands (NI) foundations will be excavated to rock and backfilled with Roller Compacted Concrete (RCC), as discussed in **Subsection 2.5.4.5.3**. For the NI, this eliminates any potential site-specific effects such as seismically induced liquefaction settlements, slope stability, foundation failure or relative settlements that would lower the HCLPF values calculated for the certified design. As described in **Subsection 2.5.4.8**, the LNP site-specific soil conditions also do not affect the nuclear island sliding and overturning stability based on Westinghouse analysis. Thus, LNP site-specific soil conditions do not lower the HCLPF values calculated for the certified design.

As described in **Subsection 2.5.4.8**, LNP site-specific liquefaction analysis (for PBSRS) was performed for soil beyond the nuclear island perimeter which will be left in place. Based on the liquefaction analysis, it was concluded that liquefiable zones under the LNP 1 and 2 footprints are confined to the northwest corner of the Unit 2 Turbine Building and in isolated random pockets under the remaining LNP 1 and 2 footprints. The LNP earthwork design will incorporate vertical and horizontal drains that will prevent liquefaction in the northwest corner of the Unit 2 Turbine Building and in isolated random pockets under the remaining LNP 1

**Levy Nuclear Plant Units 1 and 2**  
**COL Application**  
**Part 2, Final Safety Analysis Report**

and 2 footprints. The extent of these horizontal and vertical drains is shown in [Figures 2.5.4.8-205](#) and [2.5.4.8-206](#). Liquefaction analysis was also performed for  $10^{-5}$  uniform hazard response spectra (UHRS) for soil beyond the nuclear island perimeter which will be left in place as is described in [Subsection 2.5.4.8](#). Based on this liquefaction analysis, it can be concluded that liquefiable zones under the LNP 1 and 2 footprints for  $10^{-5}$  UHRS are confined soil zones where LNP earthwork design will incorporate vertical and horizontal drains that prevent liquefaction ([Figures 2.5.4.8-205](#) and [2.5.4.8-206](#)). As stated previously, the  $10^{-5}$  UHRS is greater than 1.67 times the LNP GMRS and the PBSRS. Thus, liquefaction potential of soil beyond the nuclear island perimeter which will be left in place has the potential to drive the plant level HCLPF; however the soil liquefaction HCLPF exceeds the  $1.67 \times \text{GMRS}$  goal for the plant level HCLPF.

Seismic Category II structures (Annex Building [AB] and the first bay of the Turbine Building [TB]) and nonsafety-related structures (rest of the TB and Radwaste Building [RB]) adjacent to the NI will be supported on drilled shaft foundations. The Seismic Category II/I interaction issues between the adjacent drilled shaft supported structures and the NI have been addressed in [Subsections 3.7.2.8.1](#), [3.7.2.8.2](#), and [3.7.2.8.3](#). The probable maximum relative displacements between the NI and the adjacent Turbine, Annex, and Radwaste Buildings' foundation mat for the PBSRS and the  $10^{-5}$  UHRS are less than the 50 mm (2.0 inch) gap between the NI and the adjacent buildings' foundation mats. The  $10^{-5}$  UHRS is greater than 1.67 times higher than the LNP GMRS and the PBSRS. Thus, Seismic Category II/I interaction between the NI and the adjacent buildings has the potential to drive the plant level HCLPF; however the HCLPF for Seismic Category II/I interaction between the NI and the adjacent buildings exceeds the  $1.67 \times \text{GMRS}$  goal for the plant level HCLPF.

The LNP RCC bridging mat is designed to span the postulated (conservative) design basis karst void of 10 ft. The failure of the RCC bridging mat can result in displacement of the AP1000 nuclear island foundation in excess of the maximum 6 in. displacements specified in DCD Tier 1 [Table 5.0-1](#). In the AP1000 PRA-based Seismic Margin Assessment, the RCC bridging mat failure is conservatively assumed to fall within the gross structural collapse event modeled in the hierarchical event tree discussed in DCD [Section 19.55](#). As gross structural collapse is assumed to directly lead to core damage, failure of the RCC bridging mat has the potential to drive the plant level high confidence low probability of failure (HCLPF) value. The HCLPF capacity of the RCC mat was calculated as 0.12g using the conservative deterministic failure margin (CDFM) methodology of [Reference 19.55.7-201](#). The 0.12g HCLPF capacity of the RCC bridging mat is 1.76 times the LNP site-specific GMRS peak ground acceleration; this exceeds the overall plant HCLPF acceptance criteria of  $1.67 \times \text{GMRS}$ .

[Table 19.55-201](#) summarizes the HCLPF capacities of the LNP site-specific design features (e.g., RCC bridging mat, potential against soil liquefaction, and Seismic Category II/I interaction between the nuclear island and the adjacent buildings).

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

Thus, it can be concluded that the Seismic Margin Assessment analysis documented in **Section 19.55** is applicable to the LNP site. Exceeding the HCLPF capacities for soil liquefaction and Seismic Category II/I interaction effects of buildings adjacent to the nuclear island will not affect the plant level HCLPF capacity. The RCC bridging mat HCLPF capacity, while potentially driving the plant-level HCLPF, exceeds the plant level HCLPF goal of  $1.67 \times \text{GMRS}$ .

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19.55.7 REFERENCES

Add the following information at the end of DCD **Subsection 19.55.7**:

201. EPRI Report No. NP-6041-SL, "A Methodology for Assessment of Nuclear Power Plant Seismic Margin", Revision 1, August 1991.
-



**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**Table 19.55-201  
HCLPF Capacities for LNP Site Specific Design Features**

LNP COL 19.59.10-6

Description	HCLPF Capacity <sup>(a)</sup>	HCLPF/GMRS <sup>(b)</sup>	Basis
Soil Liquefaction Potential under Adjacent Buildings	> 0.12g	> 1.67 GMRS	(c)
Seismic II/I Interaction Potential	> 0.12g	> 1.67 GMRS	(d)
RCC bridging mat	0.12g	1.67 GMRS	(e)

Notes:

- a) LNP site-specific Ground Motion Response Spectra (GMRS) peak ground acceleration (PGA) is 0.0691g.
- b) HCLPF Capacity as a fraction of LNP site-specific GMRS PGA.
- c) Liquefaction potential of soils under the adjacent buildings was evaluated for the LNP site-specific  $10^{-5}$  annual exceedance probability Uniform Hazard Response Spectra ( $10^{-5}$  UHRS). The LNP  $10^{-5}$  UHRS is greater than 1.67\*GMRS.
- d) Relative displacement between the NI and adjacent buildings for the LNP site-specific  $10^{-5}$  UHRS is less than the gap provided. The LNP  $10^{-5}$  UHRS is greater than 1.67\*GMRS.
- e) HCLPF capacity calculated using conservative deterministic failure margin method of [Reference 19.55.7-201](#).

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.56 PRA INTERNAL FLOODING ANALYSIS

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.57 INTERNAL FIRE ANALYSIS

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

19.58 WINDS, FLOODS, AND OTHER EXTERNAL EVENTS

This **section** of the referenced DCD is incorporated by reference with the following departures and/or supplements.

19.58.3 CONCLUSION

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Add the following information at the end of DCD **Subsection 19.58.3**:

LNP SUP 19.58-1

**Table 19.58-201** documents the site-specific external events evaluation that has been performed for LNP 1 and 2. This table provides a general explanation of the evaluation and resultant conclusions and provides a reference to applicable sections of the COL where more detailed supporting information (including data used, methods and key assumptions) regarding the specific event is located. Based upon this evaluation, it is concluded that the LNP 1 and 2 site is bounded by the High Winds, Floods and Other External Events analysis documented in DCD **Section 19.58** and APP-GW-GLR -101 (**Reference 201**) and no further evaluations are required at the COL application stage.

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19.58.4 REFERENCES

Add the following information at the end of DCD **Subsection 19.58.4**:

201. Westinghouse Electric Company LLC, "AP1000 Probabilistic Risk Assessment Site-Specific Considerations," Document Number APP-GW-GLR-101, Revision 1, October 2007.
  202. NUREG/CR-4461, "Tornado Climatology of the Contiguous United States," Revision 2, February 2007.
  203. Texas Tech University, Wind Science and Engineering Center, "A Recommendation for an Enhanced Fujita Scale (EF-Scale)," June 2004.
  204. ASCE Standard ASCE/SEI 7-05, "Minimum Design Loads for Buildings and Other Structures," 2006.
  205. NUREG/CR-6890, Volume 1, "Reevaluation of Station Blackout Risk at Nuclear Power Plants - Analysis of Loss of Offsite Power Events: 1986-2004"
-

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**Table 19.58-201 (Sheet 1 of 7)  
External Event Frequencies**

LNP SUP 19.58-1

Category	Event	Evaluation Criteria	Explanation of Applicability Evaluation	Event Frequency
High winds	EF0 Tornado	Notes 1, 3	From the data covering 57 years in FSAR Table 2.3.1-204, the number of each type of tornado as recorded by NOAA for the ten counties (total of 9230 mi <sup>2</sup> ) containing and surrounding the Levy site was identified. For each type of tornado, the event frequency was estimated from the product of the number of tornadoes divided by the number of years and the expected area of a tornado from Table 2-14 of NUREG/CR-4461 divided by the total area of the counties.	7.72E-06
	EF1 Tornado	Notes 1, 3		3.56E-05
	EF2 Tornado	Notes 1, 3		5.21E-05
	EF3 Tornado	Notes 1, 3		4.13E-05
	EF4 Tornado	Notes 1, 3	There being no recorded occurrence of an EF4 or EF5 tornado in FSAR Table 2.3.1-204 or the NOAA National Climatic Data Center website, the event frequency was estimated to be the same as for an EF3 tornado.	4.13E-05
	EF5 Tornado	Notes 1, 3		4.13E-05
	Category 1 Hurricane	Note 3	From data covering 142 years on the NOAA Coastal Services Center website, the number of hurricanes of each category coming within 50 nautical miles of the Levy site was identified. The event frequency was estimated from number of hurricanes divided by the number of years.	1.06E-01
	Category 2 Hurricane	Notes 1, 3		1.41E-02
	Category 3 Hurricane	Notes 1, 3		2.82E-02
	Category 4 Hurricane	Notes 1, 3	There being no recorded occurrence of a Category 4 or Category 5 hurricane within 50 nautical miles of the Levy site in the data covering 142 years on the NOAA Coastal Services Center website, the event frequency was estimated based on the assumed occurrence of one such hurricane during the next 142 years.	3.52E-03
	Category 5 Hurricane	Notes 1, 3		3.52E-03
	Extratropical Cyclones	Note 3	The risk associated with extratropical cyclones is loss of off-site power (LOSP) due to high winds. Extreme straight-line winds associated with extratropical cyclones are included in the NCDC database (1950 – 2008). The	4.0E-03

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**Table 19.58-201 (Sheet 2 of 7)  
External Event Frequencies**

LNP SUP 19.58-1

Category	Event	Evaluation Criteria	Explanation of Applicability Evaluation	Event Frequency
			highest recorded wind speed for a thunderstorm in the NCDC database (1950 – 2008) is 80 knots (92 mph) for the ten county area around the LNP 1 and 2 site. The LOSEP frequency, due to wind events, is presented in the data reported in NUREG/CR-6890, Volume 1, "Reevaluation of Station Blackout Risk at Nuclear Power Plants - Analysis of Loss of Offsite Power Events: 1986-2004". That report shows eight LOSEP events due to high winds (defined in this report as wind speed less than 125 mph) during 1,984.7 reactor-years (Including both Critical and Non-critical conditions for all reactors in the United States). This yields a frequency of 4.0E-03 LOSEP events per reactor-year due to high wind events with speeds less than 125 mph (enveloping Extratropical cyclones, Category 1 and Category 2 hurricanes and, EF0 and EF1 tornados). Applying the 4.0E-03 LOSEP events per reactor year probability to the "Extratropical Cyclone" subcategory of wind events in DCD Tier 2 <a href="#">Table 19.58-3</a> evaluation would reduce the CDF in DCD Tier 2 <a href="#">Table 19.58-3</a> . The core damage frequency (CDF) for extra tropical cyclones is 3.9E-11. The total CDF for all severe winds and tornado events is 3.29E-09 which is below the 1.0E-08 CDF event screening criteria.	
External Flood	External Flood	Note 4	The plant grade floor elevation is Elevation 51 feet NVAD88. As stated in FSAR <a href="#">Subsection 2.4.2.3</a> the maximum water level due to probable maximum precipitation (PMP) is below the plant grade floor elevation of 51 feet. The conceptual design for the Levy Switchyard design requires that the maximum	N/A

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**Table 19.58-201 (Sheet 3 of 7)  
External Event Frequencies**

LNP SUP 19.58-1

Category	Event	Evaluation Criteria	Explanation of Applicability Evaluation	Event Frequency
			<p>flood elevation, as determined by the PMP study, shall be considered during detailed design of Levy switchyard buildings floors/foundations, switchyard structure foundations, and switchyard equipment foundations. This ensures that flood sensitive switchyard components are not impacted by the PMP flood. Thus, plant structures, systems and components are not impacted by the PMP. The sensitivity analysis in DCD Tier 2 <a href="#">Subsection 19.58.2.2</a> for flooding-induced failure of the switchyard and non-safety structures was considered bounding for the LNP site. There is no impact on the following potential flooding mechanisms on Levy safety related structures:</p> <ul style="list-style-type: none"> <li>• Streams and River: probable maximum level concurrent with wind generated waves will not affect S/R structures at the Levy Site (FSAR <a href="#">Subsection 2.4.3</a>)</li> <li>• Potential Dam Failure: Potential dam failure does not affect the Levy site (FSAR <a href="#">Subsection 2.4.4</a>)</li> <li>• Probable Maximum Surge: Probable maximum hurricane (PMH) surge level including wave effect is less than the plant grade elevation (FSAR <a href="#">Table 2.4.5-215</a>)</li> <li>• Seiche: potential for flooding at the site due to seiche effect is considered insignificant (FSAR <a href="#">Subsection 2.4.5.2.6</a>)</li> </ul> <p>Probable maximum tsunami (PMT) flooding is below the plant grade floor elevation of 51 (See FSAR <a href="#">Table 2.4.6-208</a>). Therefore, there is no impact of the PMT flood on</p>	

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**Table 19.58-201 (Sheet 4 of 7)  
External Event Frequencies**

LNP SUP 19.58-1

Category	Event	Evaluation Criteria	Explanation of Applicability Evaluation	Event Frequency
Transportation and Nearby Facility Accidents	Aviation Accident	Notes 2, 3	<p>the LNP site.</p> <p>The probability of small aircraft crashing on seismic category I structures (i.e. Containment/Shield Building and Auxiliary Building) is calculated to be 7.01E-06 per year. This crash probability results a core damage frequency (CDF) of 0.41E-12 per year which is below the 1.0E-08 CDF event screening criteria. Therefore, small aircraft crash probability is acceptable.</p> <p>The probability of large aircraft crashing on seismic category I structures is calculated as 3.09E-8 per year. This meets the acceptance criteria of 1.0E-07 per year in <a href="#">Section 19.58.2.3.1</a> of DCD. Therefore, the probability of crash for large aircraft is acceptable.</p>	<p>7.01E-06 (small aircraft)</p> <p>3.09E-08 (large aircraft)</p>
	Marine Accident	Note 5	DCD Tier 2 <a href="#">Subsection 19.58.2.3.2</a> indicates that only sites with large waterways with ship and/or barge traffic that goes through or near the site need to consider marine accidents. FSAR <a href="#">Subsection 2.2.2.4</a> indicates that water traffic of the five navigable waterways near the site is limited to pleasure and/or fishing boats. Therefore, the key site-related assumptions in DCD <a href="#">Subsection 19.58.2.3.2</a> concerning marine accidents are not applicable to the Levy site.	N/A
	Pipeline Accident	Note 2	There are three natural gas pipelines in the area of the LNP site. As discussed in FSAR <a href="#">Subsection 2.2.3.2.3</a> the maximum downwind concentration of natural gas at LNP due to a postulated rupture of the pipeline is less than 1.0 percent. This is well below the lower flammability limit for natural gas of 4.8 percent in air. Therefore, there are no adverse effects due to the unlikely rupture of the gas	<1.0E-07



**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**Table 19.58-201 (Sheet 5 of 7)  
External Event Frequencies**

LNP SUP 19.58-1

Category	Event	Evaluation Criteria	Explanation of Applicability Evaluation	Event Frequency
			pipelines at their closest approach to LNP and the key site-related assumptions in DCD <b>Section 19.58.2.3.3</b> concerning damage from explosive material released from nearby pipeline accidents are not applicable to the Levy site. The initial event frequency of 1.0E-07 per year assumed in DCD <b>Section 19.58.2.3.3</b> is considered valid for the Levy site.	
	Railroad and Truck Accidents	Note 2	FSAR <b>Subsection 2.2.3.2.1</b> concludes that potential sources of explosions from nearby activities are limited to an explosion in highway transport. U.S. Highway 19/98 is located west of the center of the site and its nearest approach to the site is approximately 1974 m (6477 ft.). The highway is mainly used for local traffic and local commodity deliveries only. The safe distance for explosive material is 505 m (1658 ft.) for a pressure of 1 psi, this is well below the separation distance from U.S. Highway 19/98. Thus, there are no adverse effects on LNP due to the transport of explosives via roadway.	<1.0E-07
Other Events	A number of external events beyond those evaluated in DCD <b>Subsection 19.58</b> were evaluated for the LNP site. These events are discussed below.		Based on the evaluations below, these events do not pose a credible threat to the safe operation of the station. Thus, these events are not considered to be risk-important and it can be concluded that the LNP 1 and 2 site is within the bounds of the Floods and Other External Events analysis documented in DCD Tier 2 <b>Section 19.58</b>	
	External Fires	Note 2	Fires originating from accidents at any facilities or transportation routes identified above do not have	<1.0E-07

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**Table 19.58-201 (Sheet 6 of 7)  
External Event Frequencies**

LNP SUP 19.58-1

Category	Event	Evaluation Criteria	Explanation of Applicability Evaluation	Event Frequency
			the potential to endanger the safe operation of LNP because the distances between potential accident locations and LNP are greater than 1.6 km (1 mi.). The closest potential source of a significant fire is the 76.2-cm (30-in.) natural gas line at 1769 m (5803 ft.) from LNP. The evaluation of the pipeline failure, discussed in FSAR <a href="#">Subsection 2.2.3.2.3</a> , concludes that there are no adverse effects due to the unlikely rupture of the gas pipelines at their closest location to LNP. Therefore, because no risk important consequences were identified, the potential for hazards from external fires are minimal and will not adversely affect the safe operation of LNP 1 and 2.	
	Toxic Chemical Release	Note 4	Based on the discussion in FSAR <a href="#">Subsection 2.2.2.2</a> , there are no manufacturing facilities in the vicinity that utilize or store products that are considered hazardous. The Town of Iglis water treatment plant (WTP) is located 3 miles from the LNP site. FSAR <a href="#">Table 2.2.2-202</a> provides the chemicals and quantities stored and used by the WTP. Per FSAR <a href="#">Subsection 2.2.3.3</a> , the quantities are small and are not significant sources of airborne contamination even in the event of an accidental failure of the storage containers. Therefore, there are no sources of toxic chemicals within 8 km (5 mi.) of LNP that could pose a threat to LNP. There are no site-specific sources of hazardous materials stored on the site in sufficient quantity to affect control room habitability (FSAR <a href="#">Subsections 2.2.3.3</a> and <a href="#">6.4.4.2</a> ). Thus, these events are not considered risk	N/A

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**Table 19.58-201 (Sheet 7 of 7)  
External Event Frequencies**

LNP SUP 19.58-1

Category	Event	Evaluation Criteria	Explanation of Applicability Evaluation	Event Frequency
			important.	
	Major Depots and Storage Areas Releases	Note 5	Based on the discussion in FSAR <b>Subsection 2.2.2.2</b> , there are no manufacturing facilities in the vicinity that utilize or store products that are considered hazardous. The Town of Iglis water treatment plant (WTP) is located 3 miles from the LNP site. FSAR <b>Table 2.2.2-202</b> provides the chemicals and quantities stored and used by the WTP. Per FSAR <b>Subsection 2.2.3.3</b> , the quantities are small and are not significant sources of airborne contamination even in the event of an accidental failure of the storage containers. Per FSAR <b>Subsection 2.2.3.6</b> , there is no safety-related equipment located at the intake structure. Therefore, spills drawn into the intake structure do not pose a nuclear safety hazard. Per FSAR <b>Subsection 2.2.1</b> , there are no active military facilities within 8 km (5 mi.) of the LNP site. The only significant military facility is for a National Guard unit located 67.6 km (42 mi.) from the LNP site.	N/A

Note 1: The initiating event frequency (IEF) is less than the IEF in DCD Tier 2 **Section 19.58** or **Table 19.58-3** for the event.

Note 2: IEF is less than 1.0E-07.

Note 3: Core damage frequency (CDF) is less than 1.0E-08.

Note 4: A specific event frequency for this event has not been determined. A deterministic quantitative consequence evaluation has been performed that has demonstrated that the event does not adversely impact the safe operation of LNP 1 and 2.

Note 5: The event is not physically possible for the site.

More than one screening note may apply to a given type of event.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**19.59 PRA RESULTS AND INSIGHTS**

This **section** of the referenced DCD is incorporated by reference with the following departures and/or supplements.

**19.59.10.5 Combined License Information**

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STD COL 19.59.10-1  
STD COL 19.59.10-6

A review of the differences between the as-built plant and the design used as the basis for the AP1000 seismic margins analysis will be completed prior to fuel load. A verification walkdown will be performed with the purpose of identifying differences between the as-built plant and the design. Any differences will be evaluated and the seismic margins analysis modified as necessary to account for the plant-specific design, and any design changes or departures from the certified design. A comparison of the as-built SSC high confidence, low probability of failures (HCLPFs) to those assumed in the AP1000 seismic margin evaluation will be performed prior to fuel load. Deviations from the HCLPF values or assumptions in the seismic margin evaluation due to the as-built configuration and final analysis will be evaluated to determine if vulnerabilities have been introduced.

The requirements to which the equipment is to be purchased are included in the equipment specifications. Specifically, the equipment specifications include:

1. Specific minimum seismic requirements consistent with those used to define the AP1000 DCD **Table 19.55-1** HCLPF values.

This includes the known frequency range used to define the HCLPF by comparing the required response spectrum (RRS) and test response spectrum (TRS). The test response spectra are chosen so as to demonstrate that no more than one percent rate of failure is expected when the equipment is subjected to the applicable seismic margin ground motion for the equipment identified to be applicable in the seismic margin insights of the site-specific PRA. The range of frequency response that is required for the equipment with its structural support is defined.

2. Hardware enhancements that were determined in previous test programs and/or analysis programs will be implemented.
- 

STD COL 19.59.10-2

A review of the differences between the as-built plant and the design used as the basis for the AP1000 PRA and DCD **Table 19.59-18** will be completed prior to fuel load. The plant-specific PRA-based insight differences will be evaluated and the plant-specific PRA model modified as necessary to account for plant-specific design and any design changes or departures from the design certification PRA.

As discussed in **Section 19.58.3**, it has been confirmed that the Winds, Floods and Other External Events analysis documented in DCD **Section 19.58** is applicable to the site. The site-specific design has been evaluated and is

**Levy Nuclear Plant Units 1 and 2**  
**COL Application**  
**Part 2, Final Safety Analysis Report**

consistent with the AP1000 PRA assumptions. Therefore, **Section 19.58** of the AP1000 DCD is applicable to this design.

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STD COL 19.59.10-3 A review of the differences between the as-built plant and the design used as the basis for the AP1000 internal fire and internal flood analyses will be completed prior to fuel load. Plant specific internal fire and internal flood analyses will be evaluated and the analyses modified as necessary to account for the plant-specific design, and any design changes or departures from the certified design.

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STD COL 19.59.10-4 The AP1000 Severe Accident Management Guidance (SAMG) from APP-GW-GLR-070, Reference 1 of DCD **Section 19.59**, is implemented on a site-specific basis. Key elements of the implementation include:

- SAMG based on APP-GW-GLR-070 is provided to Emergency Response Organization (ERO) personnel in assessing plant damage, planning and prioritizing response actions and implementing strategies that delineate actions inside and outside the control room.
- Severe accident management strategies and guidance are interfaced with the Emergency Operating Procedures (EOP's) and Emergency Plan.
- Responsibilities for authorizing and implementing accident management strategies are delineated as part of the Emergency Plan.
- SAMG training is provided for ERO personnel commensurate with their responsibilities defined in the Emergency Plan.

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STD COL 19.59.10-5 A thermal lag assessment of the as-built equipment required to mitigate severe accidents (hydrogen igniters and containment penetrations) will be performed to provide additional assurance that this equipment can perform its severe accident functions during environmental conditions resulting from hydrogen burns associated with severe accidents. This assessment will be performed prior to fuel load and is required only for equipment used for severe accident mitigation that has not been tested at severe accident conditions. The ability of the as-built equipment to perform during severe accident hydrogen burns will be assessed using the Environment Enveloping method or the Test Based Thermal Analysis method discussed in EPRI NP-4354 (DCD **Section 19.59**, Reference 3).

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STD COL 19.59.10-6 As discussed in **Subsection 19.55.6.3**, it has been confirmed that the Seismic Margin Analysis (SMA) documented in DCD **Section 19.55** is applicable to the site. The site-specific effects have been evaluated and it was concluded that the plant-specific plant-level HCLPF value is equal to or greater than 1.67 times the site-specific GMRS peak ground acceleration.

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**Levy Nuclear Plant Units 1 and 2**  
**COL Application**  
**Part 2, Final Safety Analysis Report**

In the AP1000 PRA-based Seismic Margin Assessment (SMA), the RCC bridging mat failure is conservatively assumed to fall within the gross structural collapse event modeled in the hierarchical event tree discussed in DCD [Section 19.55](#). As gross structural collapse is assumed to directly lead to core damage, failure of the RCC bridging mat has the potential to drive the plant level high confidence low probability of failure (HCLPF) capacity.

The assessment of risk significance of the LNP RCC bridging mat is based on the assumption that events which result in demand beyond the CDFM HCLPF capacity of the RCC bridging mat will lead to gross structural collapse. A more realistic assessment is that an event beyond the conservative deterministic failure mode (CDFM) HCLPF capacity for the RCC bridging mat may result in some cracking within the RCC bridging mat which in turn may result in limited damage to the NI structures. Thus, exceeding the CDFM HCLPF capacity would only have a limited effect on the NI structure performance.

The CDFM HCLPF capacity for soil liquefaction potential is based on no liquefaction potential for the LNP  $10^{-5}$  UHRS. A seismic event larger than the  $10^{-5}$  UHRS is required for soil liquefaction. For the larger event, liquefaction will be confined to isolated areas under the adjacent Turbine and Annex buildings and may result in damage to these buildings which in turn may result in limited damage to the NI structures. For Seismic Category II/I interaction between the nuclear island and the adjacent buildings, the CDFM HCLPF capacity is based on calculated relative displacements between the NI and the adjacent buildings for the LNP  $10^{-5}$  UHRS of less than one (1) in. A two (2) in. gap is provided between the NI and adjacent building foundations. A seismic event larger than the  $10^{-5}$  UHRS seismic event is required for the relative displacement between the NI and the adjacent structures to exceed the 2 in. gap provided. For the larger event, impact between the NI and the adjacent Turbine and Annex buildings would occur and may result in some local damage to the NI structure.

The seismic interaction between the Turbine Building and the NI was evaluated as discussed in DCD [Subsection 19.55.2.2.6](#) and it was determined that the results of the seismic margin assessment, the plant HCLPF capacity, and the insights derived from the seismic margin assessment are not affected. For SMA, the Annex Building and the Radwaste Building are assumed to have failed as described in DCD [Subsection 19.55.3.3](#). Thus, exceeding the CDFM HCLPF capacity for soil liquefaction or for Seismic Category II/I interaction between the nuclear island and the adjacent buildings will not affect the plant level HCLPF capacity.

[Table 19.59-201](#) summarizes the PRA-based insight for the RCC bridging mat (site-specific design feature).

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Add the following new information after DCD [Subsection 19.59.10.5](#):

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

STD SUP 19.59-1

19.59.10.6 PRA Configuration Controls

PRA configuration controls contain the following key elements:

- A process for monitoring PRA inputs and collecting new information.
- A process that maintains and updates the PRA to be reasonably consistent with the as-built, as operated plant.
- A process that considers the cumulative impact of pending changes when applying the PRA.
- A process that evaluates the impact of changes on currently implemented risk-informed decisions that have used the PRA.
- A process that maintains configuration control of computer codes used to support PRA quantification.
- A process for upgrading the PRA to meet PRA standards that the NRC has endorsed.
- Documentation of the PRA.

PRA configuration controls are consistent with the regulatory positions on maintenance and upgrades in Regulatory Guide 1.200.

Schedule for Maintenance and Upgrades of the PRA

The PRA update process is a means to reasonably reflect the as designed and as operated plant configurations in the PRA models. The PRA upgrade process includes an update of the PRA plus a general review of the entire PRA model, and as applicable the application of new software that implements a different methodology, implementation of new modeling techniques, as well as a comprehensive documentation effort.

- During construction, the PRA is upgraded prior to fuel load to cover those initiating events and modes of operation contained in NRC-endorsed consensus standards on PRA in effect one year prior to the scheduled date of the initial fuel load for a Level 1 and Level 2 PRA.
- Prior to license renewal the PRA is upgraded to include all modes of operation.
- During operation, PRA updates are completed as part of the upgrade process at least once every four years.
- A screening process is used to determine whether a PRA update should be performed more frequently based upon the nature of the changes in

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

design or procedures. The screening process considers whether the changes affect the PRA insights. Changes that do not meet the threshold for immediate update are tracked for the next regulatory scheduled update. If the screening process determines that the changes do warrant a PRA update, the update is made as soon as practicable consistent with the required change importance and the applications being used.

PRA upgrades are performed in accordance with 10 CFR 50.71(h).

Process for Maintenance and Upgrades of the PRA

Various information sources are monitored to determine changes or new information that affects the model assumptions or quantification. Plant specific design, procedure, and operational changes are reviewed for risk impact. Information sources include applicable operating experience, plant modifications, engineering calculation revisions, procedure changes, industry studies, and NRC information.

The PRA upgrade includes initiating events and modes of operation contained in NRC-endorsed consensus standards on PRA in effect one year prior to each required upgrade.

This PRA maintenance and update incorporates the appropriate new information including significant modeling errors discovered during routine use of the PRA.

Once the PRA model elements requiring change are identified, the PRA computer models are modified and appropriate documents revised. Documentation of modifications to the PRA model include the changes as well as the upgraded portions clearly indicating what has been changed. The impact on the risk insights is clearly indicated.

PRA Quality Assurance

Maintenance and upgrades of the PRA are subject to the following quality assurance provisions:

Procedures identify the qualifications of personnel who perform the maintenance and upgrade of the PRA.

Procedures provide for the control of PRA documentation, including revisions.

For updates of the PRA, procedures provide for independent review, or checking of the calculations and information.

Procedures provide for an independent review of the model after an upgrade is completed. Additionally, after the PRA is upgraded, the PRA is reviewed by outside PRA experts such as industry peer review teams and the comments incorporated to maintain the PRA current with industry practices. Peer review



**Levy Nuclear Plant Units 1 and 2**  
**COL Application**  
**Part 2, Final Safety Analysis Report**

findings are entered into a tracking system. PRA upgrades receive a peer review for those aspects of the PRA that are upgraded.

PRA models and applications are documented in a manner that facilitates peer review as well as future updates and applications of the PRA by describing the processes that were used, and provide details of the assumptions made and their bases. PRA documentation is developed such that traceability and reproducibility is maintained. PRA documentation is maintained in accordance with Regulatory Position 1.3 of Regulatory Guide 1.200.

Procedures provide for appropriate attention or corrective actions if assumptions, analyses, or information used previously are changed or determined to be in error. Potential impacts to the PRA model (i.e., design change notices, calculations, and procedure changes) are tracked. Errors found in the PRA model between periodic updates are tracked using the site tracking system.

#### PRA-Related Input to Other Programs and Processes

The PRA provides input to various programs and processes, such as the Maintenance Rule implementation, reactor oversight process, the RAP, and the RTNSS program. The use of the PRA in these programs is discussed below, or cross-references to the appropriate FSAR sections are provided.

#### PRA Input to Design Programs and Processes

The PRA insights identified during the design development are discussed in DCD [Subsection 19.59.10.4](#) and summarized in DCD [Table 19.59-18](#). DCD [Section 14.3](#) summarizes the design material contained in AP1000 that has been incorporated into the Tier 1 information from the PRA. A discussion of the plant features important to reducing risk is provided in DCD [Subsection 19.59.9](#).

#### PRA Input to the Maintenance Rule Implementation

The PRA is used as an input in determining the safety significance classification and bases of in-scope SSCs. SSCs identified as risk-significant via the Reliability Assurance Program for the design phase (DRAP, [Section 17.4](#)) are included within the initial Maintenance Rule scope as high safety significance SSCs.

For risk-significant SSCs identified via DRAP, performance criteria are established, by the Maintenance Rule expert panel using input from the reliability and availability assumptions used in the PRA, to monitor the effectiveness of the maintenance performed on the SSCs.

The Maintenance Rule implementation is discussed in [Section 17.6](#).

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

PRA Input to the Reactor Oversight Process

The mitigating systems performance indicators (MSPI) are evaluated based on the indicators and methodologies defined in NEI 99-02 ([Reference 201](#)).

The Significance Determination Process (SDP) uses risk insights, where appropriate, to determine the safety significance of inspection findings.

PRA Input to the Reliability Assurance Program

The PRA input to the Reliability Assurance Program is discussed in DCD [Subsection 19.59.10.1](#).

PRA Input to the Regulatory Treatment of Nonsafety-Related Systems Programs

The importance of nonsafety-related SSCs in the AP1000 has been evaluated using PRA insights to identify SSCs that are important in protecting the utility's investment and for preventing and mitigating severe accidents. These investment protection systems, structures and components are included in the D-RAP/MR Program (refer to [Section 17.4](#)), which provides confidence that availability and reliability are designed into the plant and that availability and reliability are maintained throughout plant life through the maintenance rule. Technical Specifications are not required for these SSCs because they do not meet the selection criteria applied to the AP1000 (refer to [Subsection 16.1.1](#)).

MOV Program

The MOV Program includes provisions to accommodate the use of risk-informed inservice testing of MOVs ([Subsection 3.9.6](#)).

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19.59.11 REFERENCES

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Add the following to the end of DCD [Subsection 19.59.11](#):

201. NEI 99-02, Nuclear Energy Institute, "Regulatory Assessment Performance Indicator Guideline," Technical Report NEI 99-02 Revision 5, July 2007.
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**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**Table 19.59-201  
PRA-Based Insights for Site-Specific SSCs**

LNP COL 19.59.10-6

Insight	Disposition
<p><b>RCC Bridging Mat</b></p> <p>In the Seismic Margin Assessment, the RCC bridging mat failure is conservatively assumed to fall within the gross structural collapse event. As gross structural collapse is assumed to directly lead to core damage, failure of the RCC bridging mat has the potential to drive the plant level HCLPF value.</p> <p>The RCC bridging mat serves two purposes: 1) replace the weakly cemented, undifferentiated Tertiary sediments that are present above elevation -7.3 m (-24 ft.) NAVD88, thereby, creating a uniform subsurface with increased bearing capacity; and 2) bridge conservatively postulated karst features. The RCC bridging mat has been designed to bridge a 3 m (10 ft.) air-filled cavity located immediately beneath the RCC (elevation -7.3 m [-24 ft.] NAVD88) at any plan location.</p> <p>Roller Compacted Concrete Strength and Constructability Verification Program includes use of test results from large scale commercial projects, pre-COL RCC testing, post-COL RCC testing, and RCC testing during production construction. The RCC bridging mat will be constructed using construction specifications, non destructive testing and quality controls during construction, construction implementing procedures, and construction equipment that are comparable to those used on past successful RCC projects.</p>	<p>2.5.4.5.4</p> <p>3.8.5.11</p>

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**APPENDIX 19A      THERMAL HYDRAULIC ANALYSIS TO SUPPORT  
SUCCESS CRITERIA**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**APPENDIX 19B      EX-VESSEL SEVERE ACCIDENT PHENOMENA**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**APPENDIX 19C      ADDITIONAL ASSESSMENT OF AP1000 DESIGN  
FEATURES**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**APPENDIX 19D      EQUIPMENT SURVIVABILITY ASSESSMENT**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.

**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**APPENDIX 19E      SHUTDOWN EVALUATION**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.



**Levy Nuclear Plant Units 1 and 2  
COL Application  
Part 2, Final Safety Analysis Report**

**APPENDIX 19F      MALEVOLENT AIRCRAFT IMPACT**

This **section** of the referenced DCD is incorporated by reference with no departures or supplements.