Commonwealth Edison
Braidwood Nuclear Power Station
Route #1, Box 84
Braceville, Illinois 60407
Telephone 815/458-2801

October 7, 1995

Office of Nuclear Reactor Regulation
U. S. Nuclear Regulatory Commission
Washington, D.C. 20555

Attention: Document Control Desk

Subject: Teleconference between Commonwealth Edison Company and the Nuclear Regulatory Commission dated October 3 and 4, 1995, Regarding the Increase in the Interim Plugging Criteria for Byron Unit 1 and Braidwood Unit 1
NRC Docket Numbers:50-454 and 50-456

Reference: Teleconference between the Nuclear Regulatory Commission and Commonwealth Edison Company dated October 3 and 4, 1995

In the reference teleconference, the Nuclear Regulatory Commission (NRC) discussed several items with the Commonwealth Edison Company (ComEd) pertaining to the request to increase the interim plugging criteria for Braidwood Unit 1 and Byron Unit 1 steam generators. The conversation focused on the clarification of information which had been docketed to support this Technical Specification Amendment request. The Attachment to this letter clarifies 3 of the issues that were discussed during that phone conversations. ComEd will be submit additional information to further clarify the remaining items during the week of October 9, 1995. Please note that information contained in the Attachment supersedes that previously submitted.

If you have any questions concerning this correspondence please contact this office.

Sincerely,

Denise M. Saccomando
Senior Nuclear Licensing Administrator
Attachment
cc: D. Lynch, Senior Project Manager-NRR
R. Assa, Braidwood Project Manager-NRR
G. Dick, Byron Project Manager-NRR
S. Ray, Senior Resident Inspector-Braidwood
H. Peterson, Senior Resident Inspector-Byron
H. Miller, Regional Administrator-RIII
Office of Nuclear Safety-IDNS

A001

Attachment

Inspection in the Area of Anti-Rotation Devices

Eddy current of the TSP intersections surrounding the anti-rotation devices (3 per SG at the top TSP), will be collected and analyzed in each SG using techniques and analysis guidelines developed through the EPRI program. This will consist of groupings of 50 TSP intersections around each anti-rotation device. Due to the hot leg to cold leg symmetry of the tube bundle, inspection of 150 intersections (50 intersections around each of the 3 anti-rotation devices) will be accomplished through inspection of 75 tubes. For these tubes, the data will be collected full length. The data collected on hot leg TSP intersections below the top TSP will be collected and analyzed using techniques and analysis guidelines developed through the EPRI program. These inspections will be performed during the Braidwood Unit 1 refueling outage, the Byron Unit 1 midcycle inspection, and the Byron 1996 refueling outage. ComEd will report to the Staff any anomalies between the inspection results and the mockup that was used in the development of the inspection technique.

During the Braidwood Unit 1 refueling outage, a visual inspection of the top TSP in the Braidwood Unit 1 A SG will also be performed in the area of the anti-rotation devices. This inspection provides additional assurance TSP degradation is not present in these areas.

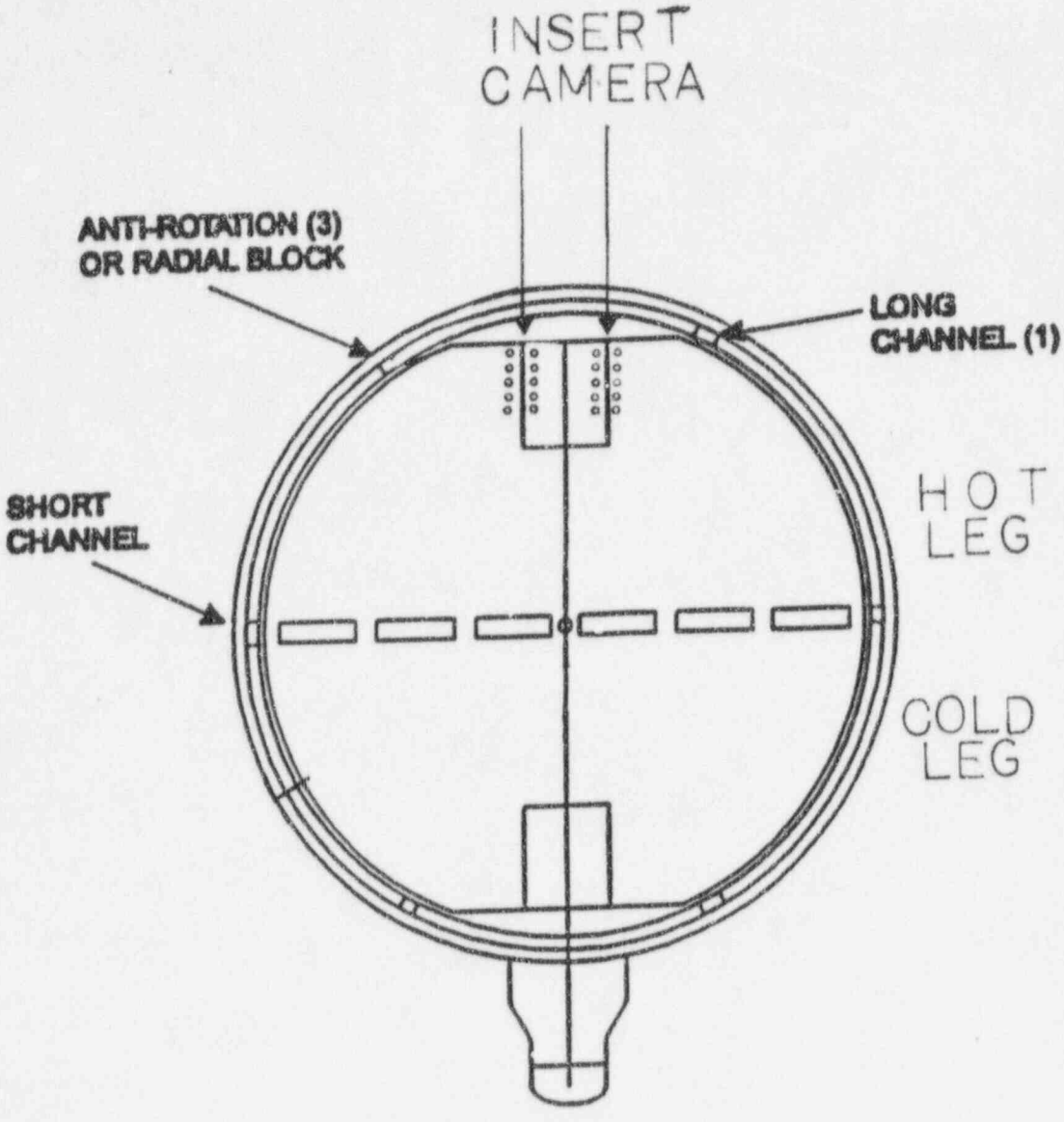
Inspection of TSP Patch Plate Area

During the Braidwood Unit 1 refueling outage a visual inspection of the "A" SG top TSP patch plate area will be performed. The inspection will consist of inserting a camera along the 2 accessible patch plate seams to a distance of 5 tube rows (see attached sketch). This visual inspection is intended to determine if TSP degradation is present in this area. Those TSP intersections that have received visual inspection (20 tubes), will also be eddy current inspected and data analyzed using techniques and analysis guidelines developed through the EPRI program to detect TSP degradation. The eddy current responses seen in the SG will be compared to those obtained in the EPRI mockup and any ambiguous signals will be investigated and reported to the Staff.

RPC of TSP Intersections Below 3.0 Volts

During the Braidwood Unit 1 refueling outage, the Byron Unit 1 midcycle inspection, and the Byron 1996 refueling outage, all hot leg TSP indications with bobbin voltages greater than 3.0 volts will be RPC inspected. All TSP indications to which 1 volt IPC will be applied, that are greater than 1 volt will be RPC inspected. In addition, ComEd will inspect 20% of the hot leg TSP indications with voltages greater than 1.0 volt and less than or equal to 3.0 volt. This inspection will focus on larger voltage indications and those that were not RPC inspected during previous outages.

ComEd believes these inspections will ensure the absence of detectable crack-like circumferential indications and detectable indications extending outside the thickness of the TSP.



MODEL D4
TOP PLATE