



June 3, 1985

Public Service of New Hampshire
NEW HAMPSHIRE YANKEE DIVISION

SBN- 807
T.F. B7.1.2

United States Nuclear Regulatory Commission
Washington, DC 20555

Attention: Mr. George W. Knighton, Chief
Licensing Branch No. 3
Division of Licensing

References: (a) Construction Permits CPPR-135 and CPPR-136,
Docket Nos. 50-443 and 50-444

(b) Seabrook Station FSAR Section 2.4.5.5,
"Protective Structures"

Subject: Seabrook Station Flood Protection Features Enhancement

Dear Sir:

The purpose of this letter is to describe a proposed enhancement to a portion of the Seabrook Station Flood Protection Features. This enhancement entails changing the slope of the northeast fill revetment. This slope is presently defined in Section 2.4.5.5 of the FSAR as varying from 1 on 1.9 to 1 on 3.4. The modification will be to change the slope to a nominal slope of 1 on 2.5 that varies from 1 on 1.9 to 1 on 2.5.

The purpose for this minor slope variation is to maximize the available width of Rocks Road which runs parallel to the revetment between the toe of the slope and the marsh. All other design aspects of the northeast fill revetment would remain unchanged. This modification necessitates emendation of the FSAR and we have attached those annotated FSAR pages, for your review.

Per present design, Rocks Road would have a width of about 8 feet along the approximate 600 foot northeast revetment length. This change in slope would allow us to provide a wider Rocks Road - to about 12 feet in width along approximately 400 feet of revetment - limiting the length of the narrow 8 foot roadway. This enhancement will provide better access for normal and emergency use along Rocks Road than that afforded by the present design.

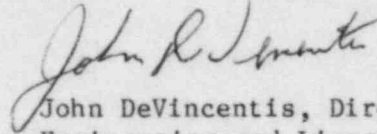
We believe this minor slope adjustment will have no adverse effects on the performance of the northeast revetment, and we are therefore requesting your approval of this enhancement to the Flood Protection Features described herein. To assure smooth and efficient incorporation of the Flood Protection Feature's enhancement into our overall scheduling and construction activities, a response to this request would be most appreciated by June 28, 1985.

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We will amend the FSAR per the attached annotated pages to reflect the enhancements which will be made to the northeast revetment after NRC approval. Should you or your staff have any concerns regarding this matter during your evaluation, please do not hesitate to contact us.

Very truly yours,

A handwritten signature in cursive script, appearing to read "John DeVincentis".

John DeVincentis, Director
Engineering and Licensing

Attachments

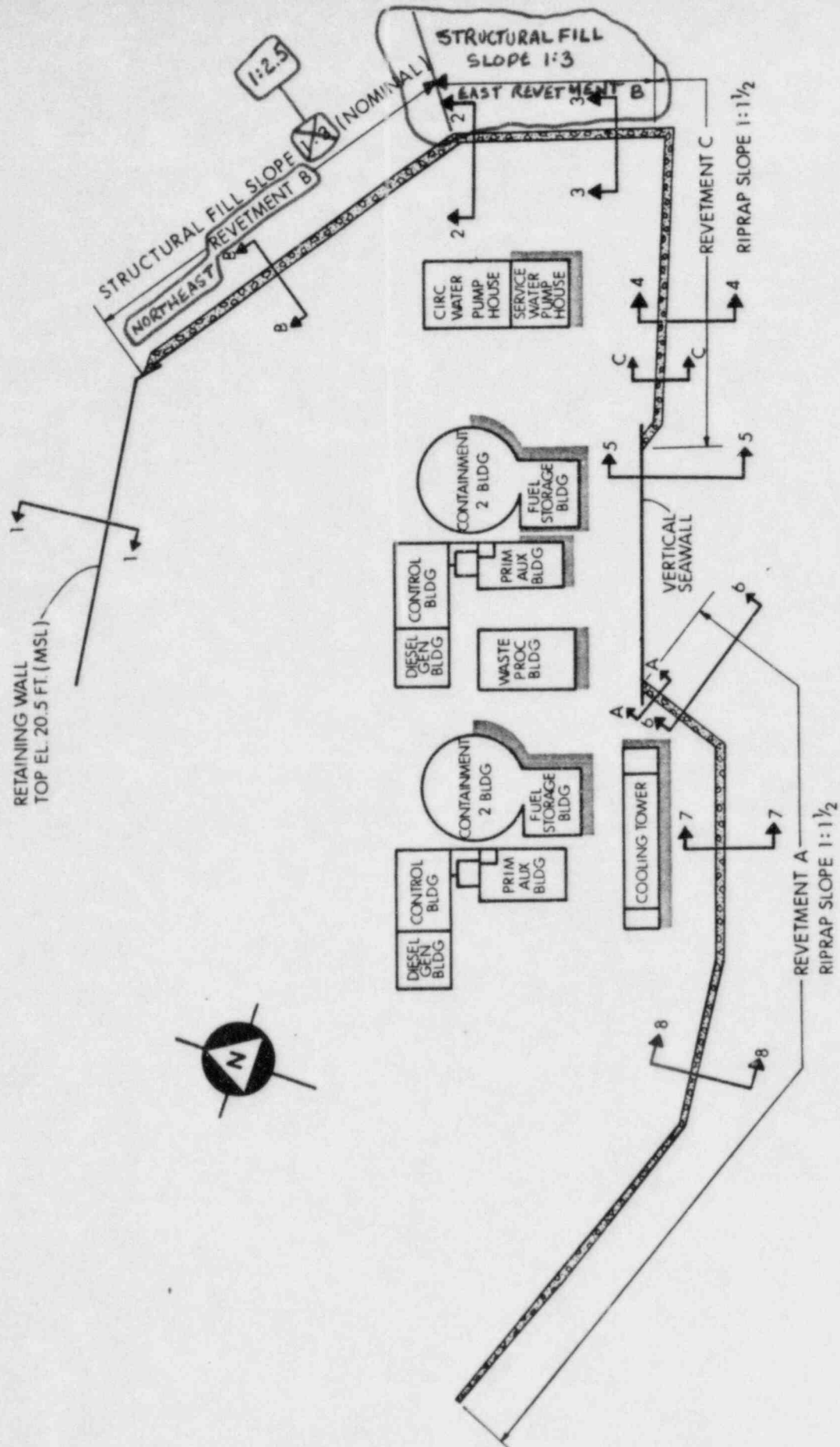
cc: Atomic Safety and Licensing Board Service List

The design of the east slope fill revetment consists of compacted tunnel cuttings with a slope of 1 on 3 (designated Revetment B, Figure 2.4-20). For erosion protection, the fill revetment will be faced with stone as defined in Table 2.4-13 and on Figure 2.4-23. The northeast fill revetment is the same as that for the east slope with the exception that the slope varies from 1 on 1.9 and 1 on 3.4. Wave action against the fill revetments during peak PMH surge would be minimal and would have no adverse impact on any plant safety-related structures, systems, or components.

2.4.6 Probable Maximum Tsunami Flooding

Tsunami activity related to underwater geoseismic activity is extremely rare on the U.S. Atlantic coastline. The only recorded activity on the northeastern U.S. coast resulted from the Grand Banks Earthquake of 1929. Although localized flood damage was experienced in the south end of Newfoundland, the southward propagation of the tsunami was insignificant.

The design of the east and northeast sections of Revetment B (designated on Figure 2.4-20) consists of compacted tunnel cuttings. For erosion protection, Revetment B will be faced with quarrystone as defined in Table 2.4-13 and on Figure 2.4-23. The east section of Revetment B will have a slope of 1 on 3. The northeast section of Revetment B will have a nominal slope of 1 on 2.5 that varies from 1 on 1.9 to 1 on 2.5. This variation in revetment slope will allow Rocks Road to have a 12 foot width without infringing on the marsh.



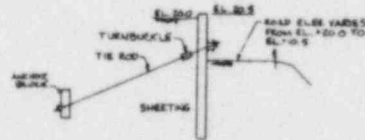


FOR REVISIONS OF
INFO. SEE TYP.
SHEET & ROAD



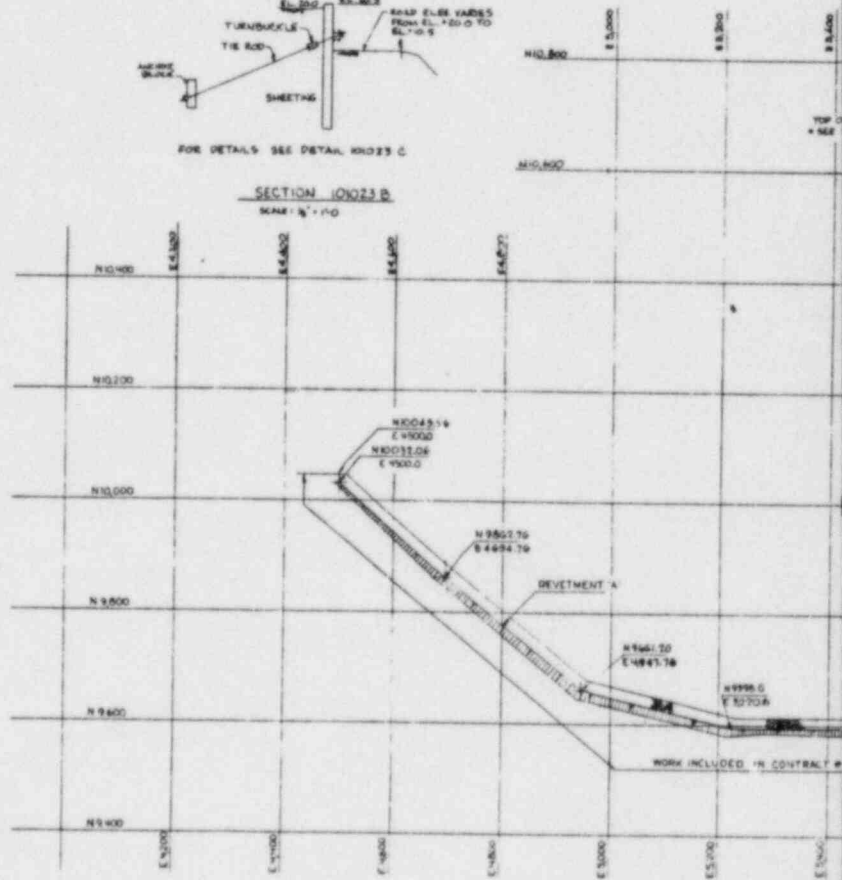
SEE PLAN
LOCATION
ROADWAY
TRENCH TO ALLOW
CLOTH BACKFILL
WITH TUNNEL CUTTING

REVETMENT B-TYP SECTION # GRADE
(EAST SLOPE)

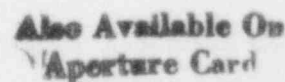


FOR DETAILS SEE DETAIL NO. 23 C

SECTION 10023 B
SCALE: 1" = 10'



(EXTRACTED FROM 9763-F)



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APERTURE
CARD

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