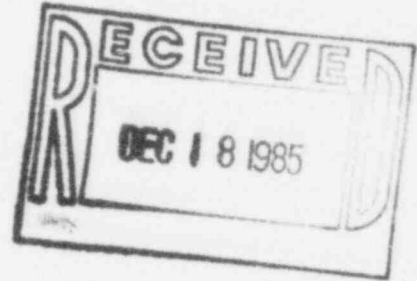


TEXAS UTILITIES GENERATING COMPANY
SKYWAY TOWER • 400 NORTH OLIVE STREET, L.B. 81 • DALLAS, TEXAS 75201

Log # TXX-4650
File # 10110

WILLIAM G. COUNSIL
EXECUTIVE VICE PRESIDENT

December 17, 1985



Mr. Eric H. Johnson, Acting Director
Division of Reactor Safety and Projects
U. S. Nuclear Regulatory Commission
611 Ryan Plaza Drive, Suite 1000
Arlington, Texas 76012

SUBJECT: COMANCHE PEAK STEAM ELECTRIC STATION
DOCKET NOS. 50-445 AND 50-446
SEISMIC GAP
QA FILE: CP-85-27, SDAR-188

Dear Mr. Johnson:

In accordance with 10CFR50.55(e), we are submitting the enclosed written report of actions taken to correct a deficiency regarding the width of the as-built seismic gap between all major plant structures (Seismic Category I buildings to Seismic Category I buildings).

Supporting documentation is available at the CPSES site for your Inspector's review.

Very truly yours,

A handwritten signature in cursive script, appearing to read "W. G. Council".

Mr. W. G. Council

JCH/grr
Attachment

c - NRC Region IV (0 + 1 copy)

Director, Inspection & Enforcement (15 copies)
U. S. Nuclear Regulatory Commission
Washington, D.C. 20555

8512260138 851217
PDR ADOCK 05000445
S PDR

85-1133

IE-27

ATTACHMENT

SEISMIC GAP

DESCRIPTION

During recent construction and design adequacy programs, concrete debris was identified in the separation gaps between the fuel and auxiliary buildings. Subsequent investigations have revealed that the actual seismic gaps in isolated areas between major plant structures are less than as specified in the design documents.

Evaluation of the as-built gap dimensions data indicates these conditions could result in a significant and possibly adverse increase in seismic Category I building response during a safe shutdown event (SSE) and alter the dynamic response characteristics of Category I structures.

SAFETY IMPLICATION

In the event the conditions had remained undetected, the adequacy of the major plant structures and associated support systems could be impaired during a seismic event.

CORRECTIVE ACTION

Minimum acceptable gap widths have been reevaluated and established for all specified areas. Debris and minimum gap violations have been identified for disposition by removal of the debris and actual widening of the gap. Specific deviations will be evaluated on a case-by-case basis and incorporated into the design documents if acceptable. Further correction or removal activities will be implemented if required.

This issue is being pursued under the Comanche Peak Response Team Program Plan Item II.c.