

**Tennessee Valley Authority  
Regulatory Submittal for Kingston Fossil Plant**

**Documents submitted**  
**Railcar Unloading Operation Work Plan**

**Date submitted**  
**5/22/2009**

**Submitted to whom**  
**Leo Francendese, EPA**

**Concurrence**

Received      Not Applicable

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Date 5-22-09

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## **Railcar Unloading Operation Work Plan**

### **1.0 Purpose of Work**

The objective of the Railcar Unloading Operation is to remove processed ash located in railcars that did not pass satisfactory inspection from Norfolk Southern to be removed from the site. The processed ash in these cars will be removed and placed back into the Ash Processing Area for future disposal under a separate work plan.

The railcars to be unloaded are located on Track 16 of the KIF Rail Yard between the contractor trailers and the craft parking areas. A total of nine cars will be cleaned out which is approximately 700 CY or 770 tons of material.

### **2.0 Design Components**

There is no design for this activity

### **3.0 Construction**

TVA Civil Projects Group (CPG) will be responsible for the unloading activities during this operation. CPG will use a small excavator to unload the railcars and will place the ash in an articulated off-road dump truck. The ash will then be hauled from the unloading area and moved to the Ash Processing Area. Care will be taken during dumping in an effort to prevent excessive height stockpiling of the material. Stockpile height restrictions set forth in the CQA Plan for the Ash Processing Area will be adhered to.

After the majority of the ash is removed with the excavator, the remaining ash will be removed by sweeping and shoveling, and the use of a vacuum truck. All cars will be water cleaned in order to return to the railroad. All tarps and straps will be folded and stored onsite for future use. The identifying stickers will be removed from all four sides of the cars.

Care will also be taken during unloading to prevent ash spillage. The unloading area will be protected with a plastic liner to prevent contamination of the clean working area in the case of ash spillage. A flagman will be used to guide traffic along the North Plant Access Road where the articulated dump truck will be crossing. Intrusion of civilian car traffic on the North Plant Access Road will be minimal as only one dump truck will be utilized for this operation between the two primary work areas.

#### **4.0 Schedule**

Work for the Railcar Unloading Operation will commence the week of Tuesday May 26 and should last approximately 3 to 4 days. Potential delays incurred by weather will not adversely affect unloading operations and no schedule impact is anticipated.

#### **5.0 Waste Management**

During unloading, the following steps will be used for the management of the waste generated on site. If any stone materials in the rail yard are contaminated with ash, the ash along with a thin layer of material will be carefully removed with a shovel and placed back into the railcar. All ash will be placed in the ash processing area.

#### **6.0 Health and Safety**

All construction activities will be done in accordance with site-wide Health and Safety Plan. The two major areas of concern for this operation include dust suppression and traffic control. The TVA Civil Projects Group has been tasked to control dust by using water trucks. Flaggers will be used to control the flow of traffic across the North Plant Access Road.

Another primary concern is the spread of ash to clean work areas after the articulated dump truck deposits ash in the Ball Field. A spotter will be used to visually inspect tires before the truck leaves the Ball Field area. If residual ash is present, the truck's tires will be cleaned with a pressure washer.