Tennessee Valley Authority
Regulatory Submittal for Kingston Fossil Plant

Documents submitted
Construction/Implementation of Barge Offloading Area Work Plan

Date submitted
5/22/2009

Submitted to whom
Leo Francendese, EPA

Concurrence

Received	Not Applicable	TVA
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☒	☐	Mike Scott
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☐	☒	Cynthia Anderson
☐	☒	Dennis Yankee
☐	☒	David Stephenson
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Received	Not Applicable	Jacobs
☐	☒	John Moebes
☒	☐	Julie Pfeffer
☐	☒	Jack Howard
☐	☒	Donna Cueroni
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Approvals

TVA Michael T Scott Date 5-22-09

EPA Leo Francendese Date 5.22.09

Consulted w/ TDEC (Charlotte)

cc:

- ☒ Anda Ray, TVA
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- ☐ Katie Kline
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Construction/Implementation of Barge Offloading Area Work Plan

1.0 Purpose

This work plan discusses the mechanical dredge barging offloading operation and identifies planned construction of a new barge off-loading area east of Dike #2. Included in this work plan is the processing of the collected debris. This work plan supports the accelerated dredging schedule.

2.0 Design

The attached drawing includes the design for the new barge offloading area. After the area is cleared of ash (and ash moved under the ash movement work plan), layers of rock will be placed over the existing land per the drawing.

3.0 Construction/Operation

Roughly 20,000 cy of ash are anticipated to be relocated as described above for a barge offloading area. Material barges will be floated to the water adjacent to this newly constructed area for off-loading. Material is also offloaded at an area near the Skimmer Wall. Material from both areas will be transported to the gypsum pond construction area. At the gypsum pond area, woody debris will be segregated from remaining debris and stockpiled for subsequent reduction through chipping/shredding (see Section 5.0).

4.0 Schedule

The new barge offloading area will be prepared by the end of May. To ensure optimum dredging conditions, large debris needs to be removed from the ash in support of hydraulic dredging. The current offloading area near the Skimmer Wall is relatively small and too far to be useful during upstream dredging. An area closer to the upstream dredging is needed quickly. Future management of the collected debris will occur when sufficient debris has been generated to make it cost effective to process and/or dispose or when the staging area is reaching a capacity limit.

5.0 Waste Management

The mulch produced as a result of processing the woody material offloaded from barges is stockpiled for subsequent use on TVA property. The remaining debris, primarily trash, will be packaged for off-site disposal at an approved facility.

6.0 Health and Safety

The activities in this work plan will follow the site-wide health and safety plan. Of primary concern will be dust generation during construction which will be controlled through use of water trucks and Flexterra. Working near the water requires the use of a personal flotation device when within 6 feet of the water.

Rail Spur Construction Work Plan

1.0 Purpose of Work

The Kingston Ash Recovery Project will be disposing of recovered ash in off-site disposal facilities. To facilitate this disposal the ash will be transported to the off-site facilities by rail. As a part of this disposal activity the project will construct two new rail spurs so as not to interfere with the normal plant rail operations. These two new spurs will also accommodate easier loading of the ash from the Ash Storage Area. A single subcontracting team was selected to design and build the rail spur

2.0 Design Components

The rail spur design will be comprised of a new switch from the Norfolk Southern main track into the Ash Storage Area. This spur will then be split into two separate spurs located along the north and west edges of the Ash Storage Area. The project also includes the signalization of the Swan Pond Road crossing. A cross-over will also be constructed in the plant area for ease of operations when the ash removal trains enter the site. Appendix A contains the 50% design of this effort while the signalization shop drawings are presented in Appendix B. A final design is still being prepared.

3.0 Construction Management

The rail spur construction will be performed by building the rail platforms out of rock materials. This will be accomplished using tracked dozers and track hoes. The sub-ballast and ballast will then be installed. Once the ballast has been installed the cross ties and rail will be installed using equipment designed for that purpose. The rails will then be connected. Swan Pond Road will need to be closed to the public and for plant access for 3 to 4 days. The public will be notified a week in advance of the time of the closure dates.

4.0 Schedule

The schedule of the construction of the rail spur is critical because the dredging operations and other ash generation activities will quickly exceed the storage capacity of the KIF ash processing area if no disposal outlet exists. Appendix C includes the initial schedule submitted by the selected subcontractor for design and construction. Design and construction are going on in parallel to allow the spurs to be operational by early July 2009.

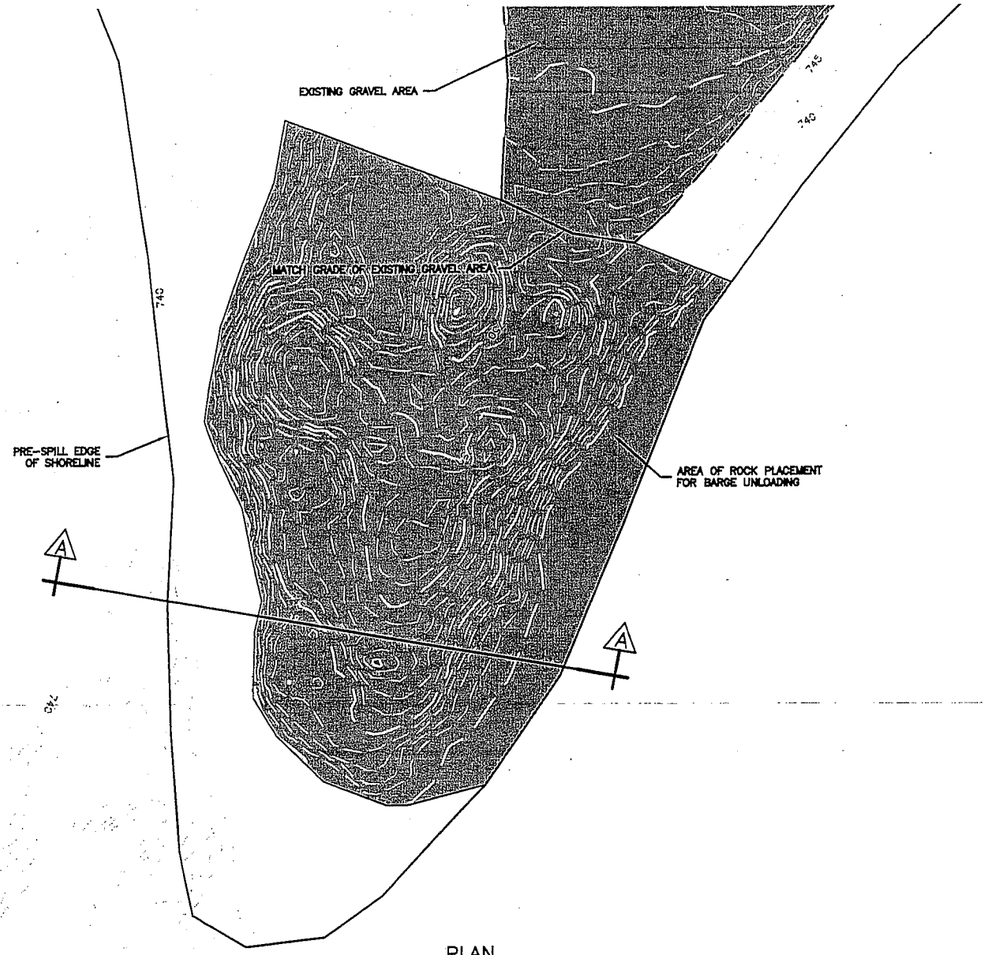
5.0 Waste Management

During construction the following steps will be used for the management of the waste generated on site. Ash encountered will be excavated and stored at a location in the

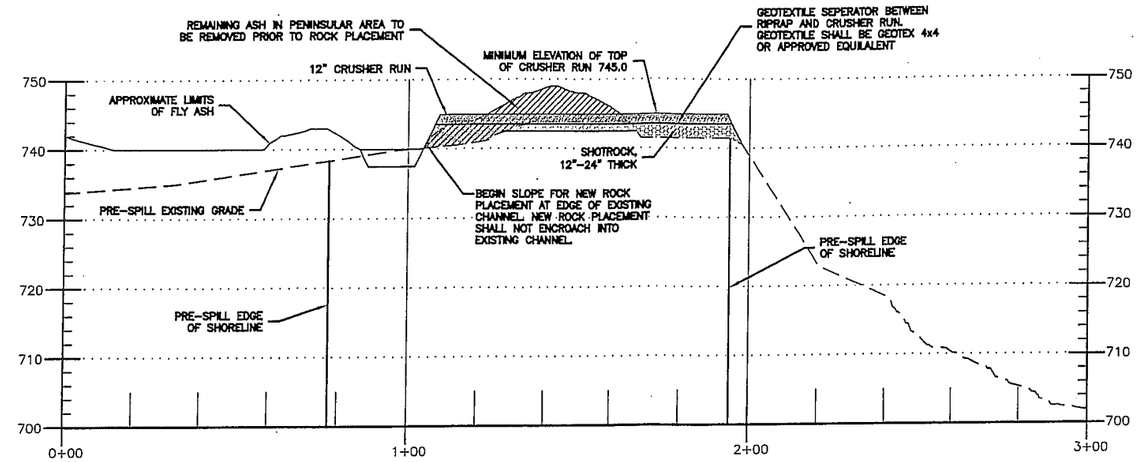
processing area where ash is now being stored. All asphalt materials removed at the plant entrance (outside of the CERCLA boundaries) will be excavated placed in roll off box and disposed off site at an appropriate industrial disposal site. Any rock, gravel or other aggregate materials that can be re-used will be stockpiled on-site. Additionally silt fence and other erosion methods will be employed, as needed, to minimize sediment leaving the site during construction activities.

6.0 Health and Safety

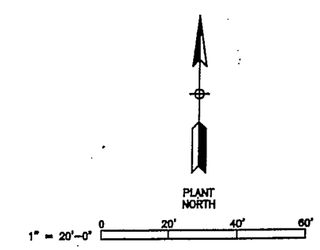
All construction activities will be done in accordance with site-wide Health and Safety Plan. Two major concerns are dust control and traffic control. The subcontractor has been tasked to control dust by using water trucks. Flaggers are used to control traffic.



PLAN
SCALE: 1"=20'



SECTION A–A
SCALE: 1"=20' H, 1"=10' V



REVISION NO.	DATE	DESCRIPTION	DRAWN BY	CHECKED BY	PROJECT MGR.	APPROVAL
A						

SEAL

JACOBS

KINGSTON FOSSIL PLANT
TENNESSEE VALLEY AUTHORITY

NORTH MATERIAL BARGE AREA

SCALE	DRAWING NO.	REV.
1"=20'	DG-SK-001	A