

Tennessee Valley Authority  
Regulatory Submittal for Kingston Fossil Plant

Documents submitted:  
Cenosphere Recovery Demobilization Work Plan

Date Submitted:  
08/19/2010

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RAWP-080

**Kingston Ash Recovery Project  
Time-Critical Removal Action  
Cenosphere Recovery Demobilization Work Plan  
Revision 1**

**Prepared by:  
Jacobs**

**for the Tennessee Valley Authority**

<b>Revision</b>	<b>Description</b>	<b>Date</b>
0	Cenosphere Work Plan for TVA Review	August 5, 2010
1	Cenosphere Work Plan for TVA Review	August 19, 2010

## **Cenosphere Recovery Demobilization Work Plan**

### **1 Purpose**

This Work Plan outlines the strategy being taken to demobilize the cenosphere recovery team which includes Southern Waste Services and TVA equipment. River based equipment such as boats barge mounted vacuum units and barges will be demobilized from the Kingston Fossil Plant South Boat Ramp on the Clinch River. The demobilization will occur over time. Equipment will be removed from the site as it is no longer needed. The current schedule projects work activities to be completed by early 2011. A review of cenosphere activity planned for the end of December 2010 with the Tennessee Department of Environment and Conservation and U.S. Environmental Protection Agency (EPA) determine the exact date for demobilization. The detailed directions to the workers are presented in the work package.

### **2 Design**

There is no design needed for this activity.

### **3 Construction (Demobilization)**

Prior to beginning demobilization, an inspection will be conducted to ensure there are no contaminants visible on the equipment. If oil is present, pads will be used to remove the oil and will be properly disposed. A spill kit will be located near all decontamination activities in the event a sheen is observed.

The exterior and interior of all equipment will be inspected and decontaminated as appropriate. No soaps or cleaning solutions will be used. The interior of vacuum tanks will be sprayed out with water and allowed to drain onto the ground. Barges used for the transport of the vacuum unit will be swept and then if needed sprayed off. These barges do not have visible accumulation of cenospheres.

Using a TVA qualified rigger and crane operator, the barge mounted vacuum unit will be lifted from the barges and transferred to a staging area at the Plant south dock until removed from the site. The vacuum unit is trailer mounted and will be towed from there. If the barges are removed, they will be loaded onto a flat bed truck at the South Boat Ramp. It is possible that the barges will remain onsite or be pushed down river to their next project. Neither potential lift will be conducted as a high hazard lift as defined by TSP-802.

A 50-ton hydraulic crane is anticipated to be used to move and load the equipment. A lift plan is included for removing the barge mounted vacuum unit. The lift plan will be updated with the crew prior to the lift to account for any changes in conditions. A lift plan for removing the barges will be developed in a similar manner as needed and will be included in the work packages.

### **4 Schedule**

The demobilization will begin once the equipment is no longer needed onsite. The final demobilization effort is likely to occur in early 2011.

### **5 Waste Management**

The wash water will be allowed to drain onto the ground inside the exclusion zone. Residual cenospheres in the tanks of the barge mounted vacuum unit will be transferred to another vacuum unit prior to the lift and taken to the onsite cenosphere disposal area. Some decontamination will occur near the blue tower along the intermediate dike and some will occur in areas adjacent to the MAP. TVA and Jacobs

personnel will inspect all water-based equipment and Jacobs will inspect all land-based equipment with TVA conducting spot checks prior to removing it from the site to ensure proper cleaning.

All equipment requiring decontamination will require EPA On-Scene Coordinator (OSC) concurrence prior to leaving the site. This responsibility has been delegated by the EPA OSC to the U.S. Coast Guard Strike Force or their designee.

## **6 Health and Safety**

Work will be conducted according to the Site Wide Safety and Health Plan, and supplemented by the Job Safety Analysis. There will be crane lifts requiring lift plans and qualified riggers and operators. Because this work is not currently scheduled, a single resource is not identified. Instead, overall responsibility for assigning appropriate resources for Jacobs safety oversight will reside with Danny Whitaker-Sheppard, for TVA safety oversight will reside with Chuck Profit and for TVA construction oversight will reside with John Harbin. They are responsible for insuring appropriately trained and qualified personnel are providing the oversight required.