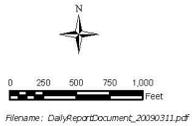


KINGSTON ASH RECOVERY PROJECT WEEKLY REPORT

July 13 – 19, 2009



Legend	
— Dike #2	— Skimmer Wall
— Dike C	— Weir # 1
— Dike D	 Proposed Dredge Segment
	 Ash Processing Facility

Date of map imagery: Feb. 25, 2009

Tennessee Valley Authority
OE&R - ER&S
Geographic Information & Engineering

Prepared by: Mary McDermott	Issue (Date/Time) 07/21/2009 12:35:04 PM
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KINGSTON ASH RECOVERY PROJECT

WEEKLY REPORT

July 13 -19, 2009

HIGHLIGHTS

- Began moving ash out of the East Embayment to the new storage area West of Dike 2.
- Developed the design necessary to stabilize the rim ditch.
- Removed approximately 52,300cubic yards of ash from the River.
- Moved five 85-car trains to Alabama.

INFRASTRUCTURE/ASH MANAGEMENT

Engineering

- Continuing electrical design for the car wash – working with TVA on electrical requirements.
- CTI (Utilities Engineer) continuing the engineering of the utility enhancements. The Kingston Utility Board is reviewing the design.

Utilities

- No construction activities at this time.

Water Management

- Worked in the East Embayment constructing the clean water ditch. Began removing the stockpile of ash on the south side of the embayment. Received the material for the portadam and will begin installation next week.
- Continued work on the dirty water ditches in the north embayment, which includes installing rock for slope stabilization, since the area contains a lot of sand.
- Continued installation of check dams and re-contouring of area for effective water management/drainage.
- Performed Storm Water Pollution Prevention Plan (SWPPP) inspections as required.

Dust/Erosion Control

- 3 acres of Flexterra applied this week.
- 368 acres of Flexterra applied since January 31, 2009.
- Continuing operating water trucks on roads and around ash piles as needed for dust control. Tested a new piece of equipment on tracks to be used for dust control in areas that are difficult to reach with standard equipment.
- Determining what roads to apply calcium chloride for dust control protection. It appears to be working well along the roads on Dike C where it was tested.
- Working with TVA personnel on additional short and long term remedies for dust control – seeding, alternatives to Flexterra, and misters.

Miscellaneous

- Continued moving ash from east of Dike 2 to storage areas. Moved approximately 16,000 in-place cubic yards this week.
- Continued installation of construction roads and support areas for the HAZWOPER site.
- Continued building the new construction entrance off of Swan Pond Road
- Continuing to fine tune the HAZWOPER requirements that are in full force – particularly focusing on the decontamination stations for both equipment and personnel.

ASH DREDGING & PROCESSING

- Achieved design consensus among Jacobs, Geosyntec and Severson regarding the requirements of an improved Rim Ditch working platform for the upcoming accelerated dredging program.
- Received cost estimates from Severson for the improved Rim Ditch working platform and began planning for its implementation.
- Removed approximately 49,256CY from the River by hydraulic dredging and approximately 3,020 CY from the River via mechanical dredging.

- Removed approximately 4,234 CY from the Stilling Pond by hydraulic dredging.
- Received one of the two new dredges (Ellicott 670) at the jobsite and began on site assembly.
- Began dipping the Sluice Trench with a crane and clamshell bucket, and began hauling this ash to the ballfield.
- Advanced communications with Severson to help ensure daily bathymetric capability for upcoming dredge activities.

ASH DISPOSITION

- Continuing to load rail cars and ship the ash to the landfill in Alabama.
- Loaded and moved 5 – 85 car unit trains this week. Continuing to work to refine the systems required to efficiently move the ash here in Kingston as well as Alabama.
- Continuing to Load approximately 100 tons of ash per rail car.
- Have loaded, transported, and unloaded in the landfill approximately 42,770 tons of ash this week, for a total of approximately 93,000 tons.
- MacTec and Norfolk Southern continuing to work together on design of a tarp for the rail cars. Plan is to install tarps next week on some of the rail cars and test them on the trip to the landfill.
- Experienced a derailment in the TVA rail yard. No injuries or environmental releases. The four cars involved in the derailment stayed upright. A crew was brought in immediately to re-rail the cars and another crew to make the necessary repairs to the rail. Normal operations scheduled to resume Monday.
- TransAsh continues to process the ash from the rim ditch and distribute in the processing area.

CENOSPHERE RECOVERY

- Outreach calls from local residents are minimal. The focus of down river crews has been to address the cenosphere areas identified by the Coast Guard.
- Shoreline cleanup crews were reduced by 7 people and two vehicles at the end of the week.
- The pump system utilized to collect cenospheres at the plant intake remains affective and a lot less expensive than a vacuum truck.
- Cenosphere collection with a long reach excavator remains affective at the sluice channel.
- The TVA tug and barge mounted excavator assisted down river with cenosphere collection.
- The TVA tug and barge mounted excavator were used to remove three destroyed docks along the Emory River Cove area. Electricians cleared the docks of any potential electrical hazards.

SKIMMER WALL

- Monitored turbidity data for the week with no significant spikes of turbidity in the intake channel or in the discharge.
- The impact of flow caused by the caissons is a question that needs to be answered before the plant signs off on the construction drawings. A survey of the area should be completed next week.
- Worley Parson has been asked to provide costing to assist with engineering questions and comments associated with Skimmer Wall.

DIKE REINFORCEMENT

- Continued working on final report for Dike C stability.
- Continued working on report for Dike D and Dike 2 report.
- Continued to monitor the eleven seeps along Dike C. The seeps remain stable. Monitoring of the seeps will be reduced to once per week and after large rain events. Seeps will be monitored on Tuesday of each week.

ROUTINE MONITORING

Surface Water Sampling

- Routine surface water fixed station monitoring occurred on Monday, Wednesday, and Friday, July 13th, 15th, and 17th. Samples for nutrient analyses continued with the weekly sampling event performed on Wednesday. Through June 30th, there have been no ash-related constituents detected above any criteria (i.e., ambient water quality, domestic water supply). Since the May 4, 2009 Emory River high flow event, the total suspended solids (TSS) concentrations have been consistently less than 20 mg/L.
- Monitoring of surface water from dredging plumes continued on a daily basis.
- A revised Surface Water Sampling Plan is in preparation pursuant to approval of the Action Memo.

- The sampling at the discharge from the embayment continues to show TSS levels at or below 10mg/L.

Air Sampling

- All air monitoring results, including fixed-station and real-time monitoring continue to have results below ambient air quality criteria.
- Four proposals were received on July 8th for the re-bid of the air monitoring contract and are under evaluation.
- The air monitoring plan was revised to reflect comments from TDEC and EPA and submitted to TVA for transmittal to the regulators.

FINAL REMEDIATION

- Final remediation-work neared completion on the first draft of the non-time critical work plan that lays out the path forward for making remaining decisions for the Kingston Recovery Program.
- Work resumed on contouring the area for the dredge cell test as approval for the test was received from TDEC on July 13th. Work also began on moving ash from the higher portion of the relic area to be used as fill in the lower areas.

SAFETY

- 44 site specific HSE orientations conducted for the week; 516 to date.
- 7 Safety Observation Report submitted for the week; 96 to date; 47 of which have been closed.
- Week 8 (final week) of Hazwoper training complete; 337 personnel trained to date.
- Problems have been noted with Hazwoper site controls, specifically personnel smoking/drinking in the exclusion zones and untrained personnel working alone or without proper escorts.
- Due to the frequency of fuel and hydraulic releases, an improved equipment inspection program will be developed and used on site. When implemented, this will be a requirement for all on-water equipment.

Incidents

- July 13- A Southern Shores laborer fell overboard while attending to an overheating condition on the tug in use for mechanical dredging. The individual was left alone on the tug and could not climb out of the water due to the weight of his over-boots. The worker was in the water approximately 7 minutes when he was found by a co-worker and helped out of the water. Although this was a serious incident, no injuries resulted.
- July 13- A Southern Shores excavator fitted with a clam shell attachment had a hydraulic failure of one of its hoses. Approximately 5 gallons of hydraulic fluid was released into the Emory River. This was reported as a reportable quantity release.
- July 13- The tug being used to move mechanical dredging barges overheated and released coolant into the Emory River. The operator and foreman stated the coolant was river water. It was observed that at least 2 gallons of ethylene glycol-based coolant was added back to replace some of the fluid that had been discharged by the tug.
- July 15- A MACTEC laborer suffered a small hand laceration when he was cut by a sharp edge on the top of a rail car. The laborer was lining the rail cars and did not notice the sharp edge. He was wearing rubber coated knit gloves which afforded little protection against this type of hazard. The laborer was treated by the on-site medic.
- July 15- An amphibious excavator operated by a CPG subcontractor released approximately 20 gallons of diesel fuel into the ash on the north side of the T2 dike. The release was approximately 20 feet from the water's edge. The leak was caused by a hole in the reserve fuel tank. The hole was initially noted the prior Saturday; however, the equipment was not taken out of service nor was the fill spout for the tank tagged out.
- July 15- A Southern Shores electrical generator had a diesel fuel line fail and leaked approximately 5 gallons of diesel onto the ground near the skimmer wall. The secondary containment beneath the generator was partially filled with rainwater and could not contain the volume of fuel released.
- July 16- A mild heat stress condition occurred to one of the MACTEC laborers lining rail cars. The individual did not feel well and was taken to the on site paramedic as a precautionary measure. No issues were reported. The worker was provided drinking water and subsequently returned to work.
- July 18- A loaded train had 4 cars derail on the outer loop track past the track 5 switch. Significant damage resulted to approximately 200' of track. Three of the 4 cars were removed from service. A root cause analysis was performed by TVA, Jacobs and Norfolk Southern personnel.
- July 19- A car driven by an "off-site" individual struck several of the Jersey barriers located along the perimeter of the site on Swan Pond Rd. No site personnel were involved. Site perimeter barricade repairs were made to the area by CPG personnel.

COMMUNICATIONS

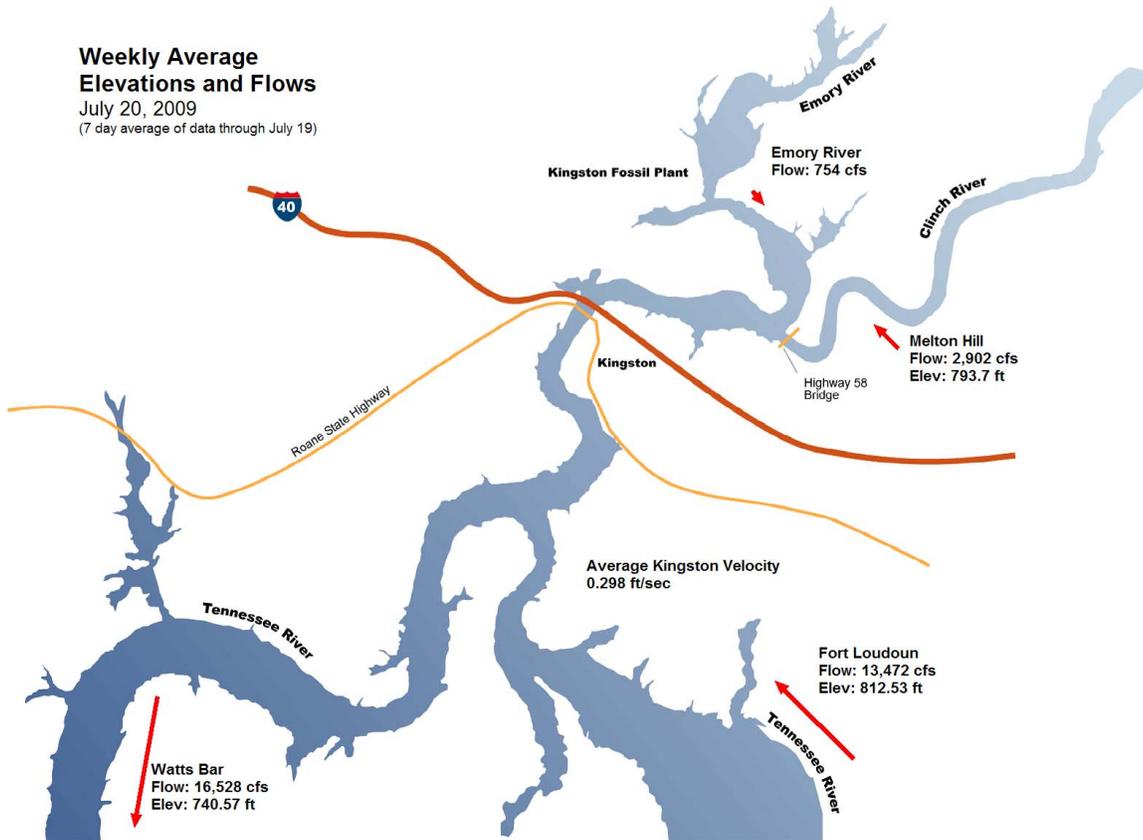
Communications

- Posted to TVA's Kingston Webpage: Storage Impoundment Assessment, Stantec Phase I Inspection Reports, Updated Air Sampling Results, and new aerial photos.
- Implemented communications strategy for release of Stantec report.
- Continued to handle daily calls from the news media.

Outreach

- All hands meeting/picnic to mark ash transport and disposal milestone.
- Met with individual residents about property and operations issues.
- Continued appraisals and offers on properties TVA is willing to purchase.
- Continued to handle calls and visits from residents.
- Responded to Congressional Inquiries and TVAINFO letters about residents.

RIVER OPERATIONS

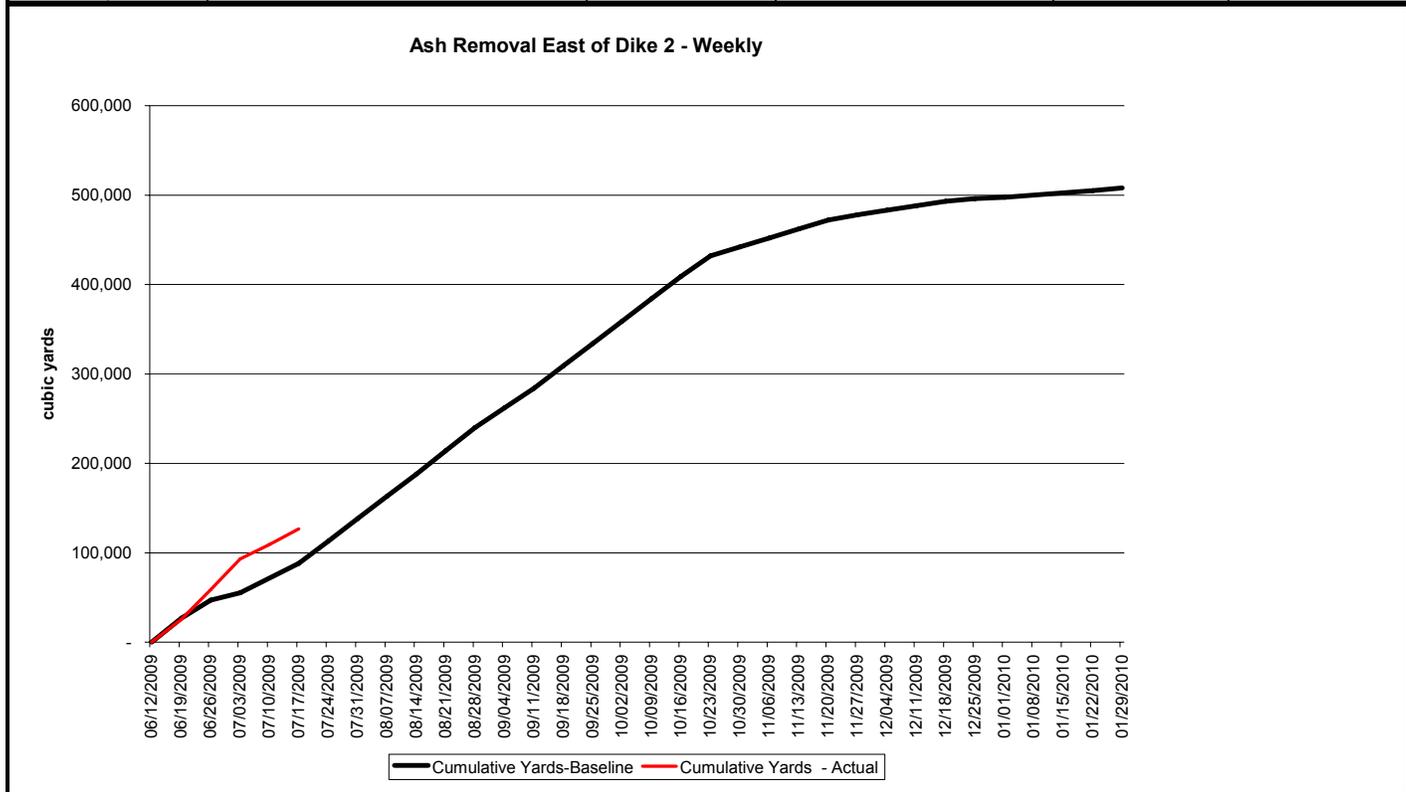


MEETINGS/CONFERENCE CALLS		
Date	Time	Subject
07/20	0800	Time Critical Meeting (ICP Conference Room)
07/20	1300	Dredge Team Meeting (Team Room)
07/20	1400	Jacobs Senior Staff Meeting (Team Room)
07/20	1530	Value Plus Cenosphere (Team Room)
07/20	1630	Value Plus Critical Lift (ICP Conference Room)
07/21	1000	Project Managers Weekly Meeting (Team Room)
07/21	1400	Dike Stability Meeting (Team Room)
07/22	0800	Time Critical Meeting (ICP Conference Room)
07/22	0900	KIF Recovery Staff Meeting
07/23	0800	Data Management Meeting
07/23	0900	Dredge Cell Test Team Meeting (ICP Conference Room)
07/23	1130	HSE Staff Meeting (ICP Conference Room)
07/23	1400	Ash Disposal Ops Weekly Meeting (ICP Conference Room)
07/24	0800	Time Critical Meeting (ICP Conference Room)
07/24	0900	Infrastructure Weekly Meeting (Team Room)
Daily	0730	Site Safety Orientation (Team Room)
Daily	1200	Ammonia Training (Team Room)
Daily	1600	Planning Meeting (ICP Conference Room)
Daily	1700	Cenosphere Recovery Meeting (Team Room)

Cenosphere/Debris Removal		Weekly Total	Cumulative Total
Outreach	Light Debris Removal – Land (bags)	0	18,867
Divisions A, B,C,D Cleanup	Division shoreline cleanup (bags)	1,165	71,405
Total	Tons of Light Debris	0	959.57
Cenosphere Slurry (gallons)		75,000	6,238,500

Environmental					
Org	Matrix	Weekly Samples Collected	Total # of Samples Collected to date	Sample results	
				received	Verified
TVA	Air - Real-Time (7/10-16)	4,819	74,687	74,687	74,687
TVA	Air – Analytical (7/10-16)	8	1,487	1,395	1,039
TVA	Surface/Utility Water	98	2,060	1,846	198
TVA	Ground Water (spring and well)	0	24	29	2
TVA	Ash	30	224	165	50
TVA	Soil/Sediment	0	79	126	9

Ash Dredging & Excavation				Weekly Total	Cumulative Total
River	Estimated Cubic Yards			52,276	470,128
Ash Pond	Estimated Cubic Yards			0	45,000
Stilling Pond	Estimated Cubic Yards			4,234	24,350
Ash Excavation (east of Dike 2)	Estimated Cubic Yards **Modified to an in-place volume			16,150	131,600**
Ash Excavation (other)	Estimated Cubic Yards **Modified to an in-place volume			0	73,000**
Ash Disposal	Estimated Tons			42,770	93,000



River Dredging - Weekly

