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Emory River to deliver coal to a loading facility that would serve a flexible pipe conveyor to be constructed across the Emory River and overland about three miles to a terminus at KiF.

At the loading point, the pipe conveyor would be open in a conventional trough form after which it is formed into a pipe shape for the transport length with materials completely enclosed. At the terminus the belt again opens to discharge the transported material. Important features of this alternative are dust-free transport, no spillage or scattering from the loaded belt, and no dropping of material from the return belt. There is flexibility in routing because the conveyor can be curved both horizontally and vertically. An additional feature of this and the following alternative would be that coal delivery from the north would bypass the city of Harriman and decrease noise and the disruption of traffic. Also, the cost of the present two-line transfer would be avoided. Occasional delivery of coal by truck to both the conveyor loading point and directly to the plant would occur under this alternative.

**New Rail Spur** - This alternative would link the railroad coming into Harriman directly to the plant via a new rail spur to be constructed across the Emory River and overland following roughly the same corridor as the conveyor alternative. This spur would also bypass the city and avoid the cost of the present two-line transfer. This option would involve approximately the same level of truck delivery as the present system.

**Other Alternatives Considered** - TVA considered two other alternatives, but found them to be uneconomical or infeasible and does not plan to analyze them further in the EIS. These are:

→ 1) barge transportation, which is infeasible for the present eastern coal supply because rail transport to access the river for barge loading would be as far or farther than to reach the plant directly by rail. Barging in western coal would be uneconomical because the cost to retrofit KiF units to burn lower BTU and higher moisture content western coal would be prohibitively high, even if delivered cost of western coal is competitive.

2) a coal slurry pipeline, which was rejected because of the high cost of a slurrying facility, the pipeline itself, and a dewatering

As we discussed over the phone here is what I suspect the Harriman City Council meeting is about:

Please see the two maps I faxed to you. In June, Realty was negotiating to purchase the right of way for the new Coal Receiving Railroad. A portion of the right of way goes through the City of Harriman's Industrial Park. The City Council requested a presentation on the entire project. Gary Godfrey, from Realty, and I attended the City Council meeting on July 1 with the large display map of the project area and discussed the purpose of the project. The discussion was basically from the first chapter of the E.I.S. Two points that the city would be interested in were also made. The first was that rail access into the City's Industrial Park could be provided from the TVA track, subject to a case-by-case approval. The second was that there were five at-grade crossings on the existing route into Kingston, not including the two crossings at HWY 27 or any in Harriman itself. The new route would have but two county road crossings and would not block HWY 27 at all. During the question and answer period afterwards there was some discussion about abandoning the existing track, including the bridge over HWY 27 upon full implementation of the proposed project.

The FUELS/NORFOLK SOUTHERN/ PRB deal has trains coming in over the existing route. Norfolk Southern has a need to close the existing road that cuts the Emory Gap yard in half. They may be talking to the City about closing this road in exchange for removing the grade crossing at HWY 27 and routing all the future trains over the bridge that crosses south of there. They may also be talking with the city about the increased future traffic over the grade crossing if coal is blended and hauled from KIF to JSF.

In either case the City Council is probably confused as they are hearing two differing plans for coal deliveries to Kingston.

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