

CLIENT TVA  
 PROJECT Kingston Plant – Gypsum Disposal - Peninsula Site  
 SUBJECT Settlement of Final Stack  
 JOB NUMBER 51032301 WBS NUMBER \_\_\_\_\_  
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<p><b>DESCRIPTION/PURPOSE</b>                  Evaluate settlement of the natural subgrade soil below the final stack to facilitate determination of slope of the proposed clay-liner and filter-blanket system at the bottom of the stack.</p>
<p><b>METHOD OF ANALYSIS:</b>                  Conventional, based on Terzaghi's theory of consolidation of clays (Ref. 5).</p>
<p><b>CODES AND STANDARDS:</b> None Applicable.</p>
<p><b>INFORMATION SOURCES / REFERENCES</b></p> <ol style="list-style-type: none"> <li>1. Sketch SK TA00323 04 R 0 and untitled sketches showing plan and sections through the proposed final stack (See Figures 1 through 6).</li> <li>2. Project Planning Document, Phase 1B Study for the peninsula site, prepared by WorleyParsons.</li> <li>3. Report of Geotechnical Exploration by Mactec, dated October 10, 2005 (including report for CPT testing by Gregg In Situ, Inc. dated May 20, 2005).</li> <li>4. TVA's Hydrogeologic Evaluation report WR2005-1-36-133, prepared by Hank Julian and J. Mark Boggs, dated October 2005.</li> <li>5. Soil Mechanics in Engineering Practice by Terzaghi &amp; Peck, 1968 edition.</li> <li>6. NAVFAC Design Manual DM-7, May 1982.</li> </ol>
<p><b>ASSUMPTIONS</b></p> <ol style="list-style-type: none"> <li>1. The final stack is as shown in Ref. 1 sketches.</li> <li>2. Post-construction GWL in the natural soil below the crest area of the stack is at Elev. 750'.</li> <li>3. Average total unit weight of materials (wet-placed gypsum below Elev. 900' and ash) constituting the stack above the clay liner is 113.4 pcf and that of the clay in the liner is 130.4 pcf; i.e., the same as those assumed in the slope stability evaluation by G. McNulty.</li> <li>4. The average total unit weights of dry-placed gypsum (above Elev. 900') and subgrade soil are 100 pcf and 117.5 pcf (above and below GWL), respectively.</li> <li>5. The stack material is cohesionless and its effective friction angle is 36°.</li> </ol>
<p><b>RESULTS &amp; CONCLUSION:</b> See Page 12.</p>

REV	DATE	DESCRIPTION	PAGES REVISED	PAGES ADDED	PAGES DELETED	BY/DATE	REV/DATE	LDE/DATE
3								
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0	12-08-05	ORIGINAL ISSUE	NA	NA	NA	Y.S. Shah 12-08-05	F. Wood 12-08-05	W. Lytle 12-08-05