

Tennessee Valley Authority
Regulatory Submittal for Kingston Fossil Plant

Documents submitted:

Work Plan for Vehicle Wheel Wash and Decontamination at Main Entrance/Exit

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Work Plan for Vehicle Wheel Wash and Decontamination At Main Entrance/Exit

1.0 Purpose of Work

Due to the location of the main construction entrance into the site, water supply to the area is limited. Prior to leaving the Exclusion Zone, all vehicles and equipment are required to be decontaminated and free of fly ash to the maximum extent practical using best management practices. This work plan is for the construction and equipment installation required to improve site entrance and exit which will include asphalt pavement, clean and dirty parking, and an additional vehicle wheel wash. The decontamination of vehicle traffic leaving the site is to be accomplished using two automated wheel washes that will be arranged in series followed by a manual pressure wash station. The water will be withdrawn from the intake channel adjacent to existing site entrance/exit.

2.0 Design Components

It is expected that the peak per day vehicle traffic leaving the exclusion zone will be approximately 150 vehicles. The pump rate to be withdrawn from the intake channel would be approximately 150,000 gallons per day. The water will be pumped through a 8" line approximately 650' at 500 gpm. A 10 Hp pump will be mounted on a floating pump barge which is 12'x12' with attached walkway and handrails. The reservoir tanks will be equipped with a high water level switch that will enable the pump to automatically shut down and start up in order to minimize overflow discharge when vehicles are not leaving the exclusion zone. The entrance and exit area will be paved for maintenance purposes. Runoff and wash water will be discharged to the Sluice Trench for material to settle out. Additional parking outside of the exclusion zone (clean parking) will be provided in order to allow workers to park and enter the exclusion zone and use vehicles that remain inside of the exclusion zone to reduce vehicles leaving the site. Additional parking inside the exclusion zone (dirty parking) will be provided that is easily accessible from the clean side parking area. Success of the overall decontamination efforts concerning vehicles is significantly influenced by the number of vehicles requiring physical decontamination. Continuous efforts will be maintained to limit unnecessary vehicle entry and exit through the decontamination systems.

In the event of delays due to delivery or availability of the pump barge or pump, an equivalent portable diesel pump will be installed to supply the wheel wash. Secondary fuel containment will be provided by the vendor. Secondary containment will be inspected when fueling equipment and prior to predicted significant rainfall events. Accumulated materials will be managed appropriately.

3.0 Construction Management

The South Entrance/Exit area will be constructed according to design drawing INF-SK-025A.

4.0 Schedule

The schedule for completing this work plan is dependent upon three activities; paving, equipment delivery, and electrical installations. The paving, which is weather dependent, is scheduled to be completed by October 23. A temporary pump will be installed to provide water for the wheel washes until the permanent pump, pump barge, and controls are in place and operational. The wheel washes will be operational by October 28. The permanent pump and pump barge installation will be in service following the installation of electrical and control service by November 20.

5.0 Waste Management

Wash water will be discharged to the sluice trench. Volume is expected to be less than 150,000 gallons per day.

6.0 Health and Safety

All construction activities will be done in accordance with site-wide Health and Safety Plan.

