



**Kingston Ash Recovery Project
WORK ZONE CLASSIFICATION CHANGE NOTICE**

Change Date: April 11, 2011 Change Duration: Permenant

Area(s) Impacted: Sitewide crew CRZ/Support zone locations.

Description of Change (Attach Drawing): Adjusting locations of break stations based on current site operations.

Add personnel Entry Control Points (ECP) to access site sample locations.

Justification: Pro-active modification of support zones to accommodate upcoming warm weather.

Clarification between a flagger protection zone and a support zone (break station).

Submitted By: Tom Bock

Change Type

- 1. Exclusion Zone to Contamination Reduction Zone
- 2. Exclusion Zone to Support Zone
- 3. Contamination Reduction Zone to Exclusion Zone
- 4. Contamination Reduction Zone to Support Zone
- 5. Support Zone to Exclusion Zone
- 6. Support Zone to Contamination Reduction Zone
- Other: Addition of ECPs

Adjustments to Decontamination Areas or Entry Control Points

- Are Not Needed
- Are Needed (describe below)

Boot washes and hand washing supplies will be present for access to the support zone break areas and ECPs

Indicate how impacted personnel will be notified:

Field signs. Sitewide Safety Flash. Discussion in pre-job briefings.

Approvals:

Construction Manager: J = full 4-8-11

Program Health and Safety Manager: Tom Bock 4-8-11

Program Manager (for change types 5 and 6 only): _____

EPA Remedial Project Manager: [Signature] 4-21-11

Note: All areas established as Support Zone break areas must have boot washes and hand washing resources (handi-wipes, etc) if they are to be used to drink or smoke within.

1. The old break area (fenced in with small shed) on the base of D-dike hill will be removed. The flagger station on the east side of D-dike hill will be converted to a break area.
2. Top of D-dike hill, the flagger station will be converted to a break area.
3. D-dike along the relic. Eliminate the flagger station as a support zone..
4. The break area at the head of the haul road for C-dike buttressing will be classified as a support zone break area.
5. The water horse on C-dike at the cenosphere pit will be eliminated as a break area support zone.
6. At the bridge to the peninsula, the remaining pieces of a break area (cooler and boot wash) will be eliminated.
7. At the skimmer wall, any remaining snow fencing for a break area will be eliminated.
8. On the East/West haul road, establish the flagger station as a support zone.
9. East/west haul road. Eliminate the flagger station as a support zone.
10. East/west haul road. Eliminate the flagger station as a support zone.
11. On the East/West haul road, establish the flagger station as a support zone.
12. On the old test pad, any remaining pieces of a break area are to be eliminated.
13. On the north end of the finger settling pond, eliminate the break area. Maintain the boot wash and personnel entry control point that leads to the sampling location.
14. At North Embayment tunnel, eliminate the flagger station as a support zone.
15. At North Embayment tunnel, eliminate the flagger station as a support zone.
16. Flagger stations along Dragline Road will not be considered support zones.

Once work is complete, there will be a total of 11 support zones (break areas) within the exclusion zone to accommodate operations and upcoming warm weather.

There will be numerous flagger protection stations that will not be used as support zones.



EXCLUSION ZONE (EZ)
CONTAMINATION ZONE (CRZ)
SUPPORT ZONE (SZ)

● CRZ/SZ BREAK AREA

▲ ENTRY CONTROL POINT (ECP)
▲ CRZ VEHICULAR
* CRZ PERSONNEL

4/8/2011