


# YOU MIGHT HAVE HEARD...

## ...about the giant steam generators for TMI.

### Giant generators rolling

Spectators line highway for a look

BY DJ KELLY Staff Writer



CECIL COUNTY, Md. — Back in 1989, the Hensley worked as a tree trimmer in northern Maryland. The company was contracted to clear the highway along Route 276 in northeastern Cecil County to make way for the movement of two giant steam generators from Port Deposit to a nuclear power plant under construction at Three Mile Island.

The Hensley afternoon, Hensley sat in a lawn chair alongside Route 276 near the West Nottingham bridge and watched the first of two giant steam generators roll past on its way from Port Deposit to TMI.

The new generators will replace the ones Hensley helped clear the way for 80 years ago.

"I never thought I'd live long enough to see them come by here again," he said.

Hensley was one of thousands of spectators who lined Route 276 as Maryland State Troopers, generators and their transporters on their first full day of operations.

The 14,000 Cecil County road workers also spent time "as they observed as he set up his chair alongside the road."

The 74-foot-long, 510-ton generator was expected to reach

Route 276 in Cecil County, Md., Sunday.

Excavation subcontracting in East 1 tractor, including replacing the north two steam generators, at a cost of \$30 million.


Despite the generators' 70-mile journey, the road is a permanent underutilized road.

But other tasks, such as laying track, played over top of 2014 and reinforced bridges were done well ahead of the generators' arrival.

Photo: TMI Staff Writer

The first of two huge generators bound for the Three Mile Island nuclear plant passes through the southbound tunnel on Route 272 at Smithville, south of Willow Street, Thursday afternoon.

### Slow but steady



The first of two huge generators bound for the Three Mile Island nuclear plant passes through the southbound tunnel on Route 272 at Smithville, south of Willow Street, Thursday afternoon.

### MADE IT!

#### Generators end 70-mile journey



The last of the two steam generators arrives at the Three Mile Island nuclear plant Wednesday.

BY TOM KNAPP Staff Writer

The silliness of the moving in Middletown ended at noon Wednesday when the sound of massive diesel engines roared from the south.

Since their journey began Sept. 15 in Port Deposit, 164,000 people have turned out along the 70-mile route to see the slow-moving behemoths creep along at 2 to 3 mph.

others who secured the route from start to finish Wednesday was the end of a long, slow trip.

For the day, it's just beginning.

Bill Neill, site vice president for Dominion at TMI, said Wednesday this fall, the plant will go offline for 24 four months. Neill said, during which time, an

Photo: TMI Staff Writer

*"Flagger Force field supervisors were dedicated, open to feedback and flexible in dealing with ever-changing conditions. You could tell they took pride in what they were doing. And safety was obviously priority number one – public safety as well as safety of the workers (ours and theirs). They were very professional. I would not hesitate to use Flagger Force again."*

-- Sue Coleman, Project Manager, AREVA

Kinsley Construction was hired by AREVA to do the all the roadwork preparation necessary to move these 510 ton behemoths from Port Deposit Maryland where they were off-loaded from barges onto the transporters that took them to the Three Mile Island power plant. AREVA is an international company that coordinated the construction, delivery and installation of these generators for Exelon who owns TMI. Interestingly we are a key supplier for both Kinsley and Exelon (who also owns PECO, another client).

Kinsley had originally bid this out to another smaller flagging company, but they were quickly overwhelmed by the demands of this enormous project and they soon reassigned it to Flagger Force.

Our mission was to provide the equipment and personnel required to shut down the roadways on which the generator was scheduled to travel that day. This often meant a 5-7 mile stretch of road. We would shut the roadway down in the early morning so that the utility crews could come in and remove any aerial obstructions (they needed 25' of vertical clearance), and so that Kinsley and other contractors could install temporary supports for bridges, man-holes, and any other areas in the roadway requiring reinforcement. Then our personnel would permit only local traffic to access their homes or businesses without interfering with the preparation for the generator to pass or the work to restore the roadway to its original condition. AREVA was VERY sensitive

to public impact and relied on the professionalism and work ethic of our crews.

This was a big, high profile job. It was in the papers and on the local news just about every day. As the project progressed, we were additionally tasked with crowd control as the public was getting so enamored with the scope of work that hundreds of people would turn out to watch the generators pass by, creating even more traffic congestion and onlooker safety issues. Flagger Force flaggers were always at the ready, available to step in on a moment's notice at night, weekends and during every daily move to ensure the safety of the crews and the public.



Headquarters  
1411 Stoneridge Drive, Middletown, PA 17057 • Phone: (717) 944-8440 • Toll free: 888-312-3524

Offices serving Central & Eastern Pennsylvania, New Jersey, Delaware, Maryland and surrounding regions