

State of Florida



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# Public Service Commission

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**DATE:** November 16, 2009  
**TO:** Ann Cole, Commission Clerk - PSC, Office of Commission Clerk  
**FROM:** Dan Hoppe, Director, Division of Service, Safety & Consumer Assistance *AMC*  
**RE:** Docket No. 090368-EI - Review of the Continuing Need and Costs Associated With Tampa Electric Company's 5 Combustion Turbines and Big Bend Rail Facility

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Attached is a nine page document that is a summary of FPSC field staffs' plant site visit associated with the above docket. This document should be placed in the above referenced docket file with a document number.

Attachment

DOCUMENT NUMBER-DATE  
11332 NOV 16 09  
FPSC-COMMISSION CLERK

# **Status of the Big Bend Station Railroad Unloading Project and the Combustion Turbines at Big Bend and Bayside Stations - October 23, 2009**

Note: Photos in this presentation were furnished by Billy Stiles, Manager of Regulatory Affairs, TECO.

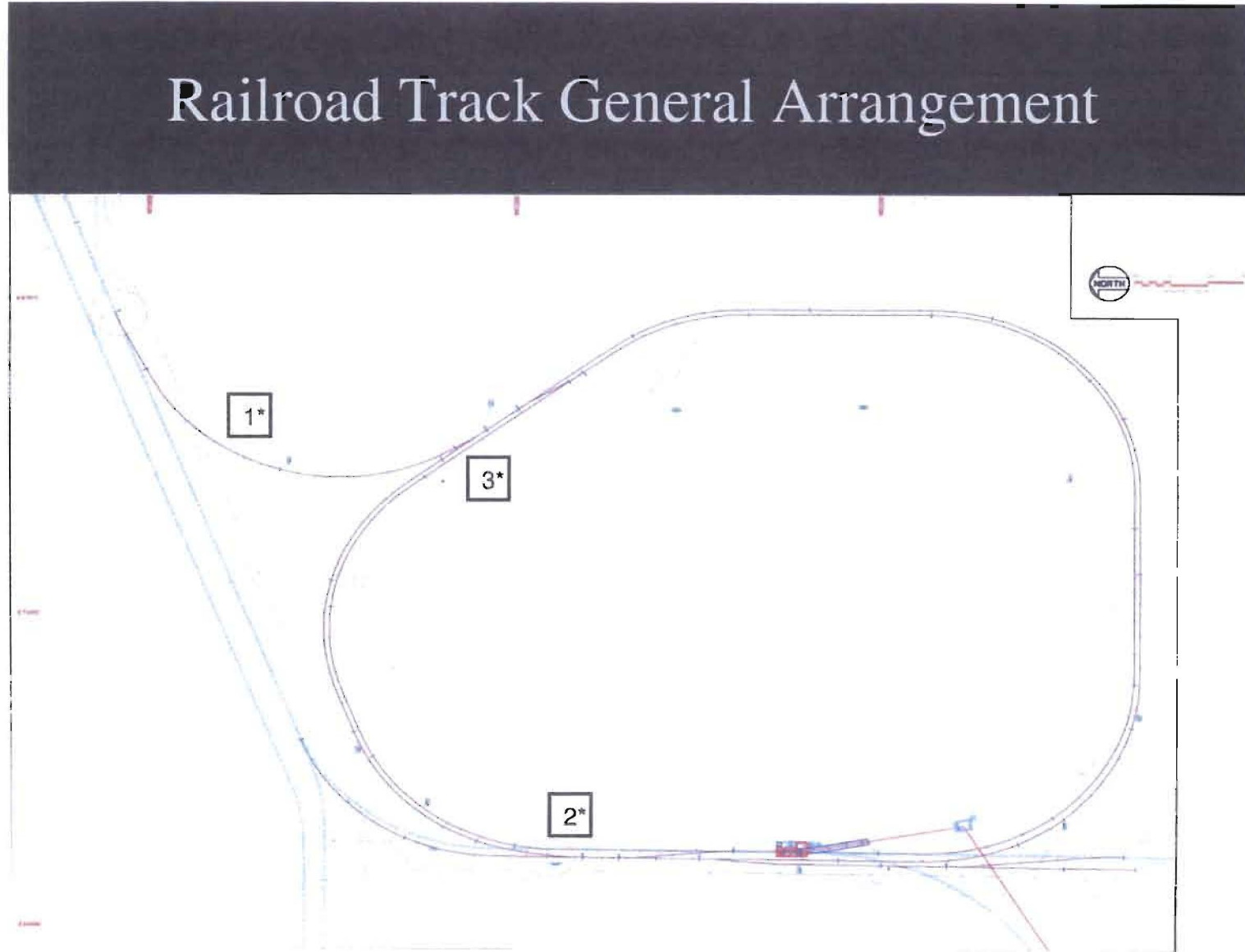
All turbines, and their associated enclosures/installations, at both stations appeared to be fully completed and functional. Because they are peaking units and it was early in the day, none of the turbines were actually running when observed.

Nearly all of the railroad track's inside perimeter was driven around and most of it has been completed. The loop entry and exit switches are in place. Workers were active in the unfinished areas. Much of the work to be done involves service road crossings.

The conveyor belt system was observed from it's beginning at the unloading pit to it's terminus at transfer structure 16. Most of it is completed. Some of the remaining sections are being assembled on the ground and will be lifted into place.

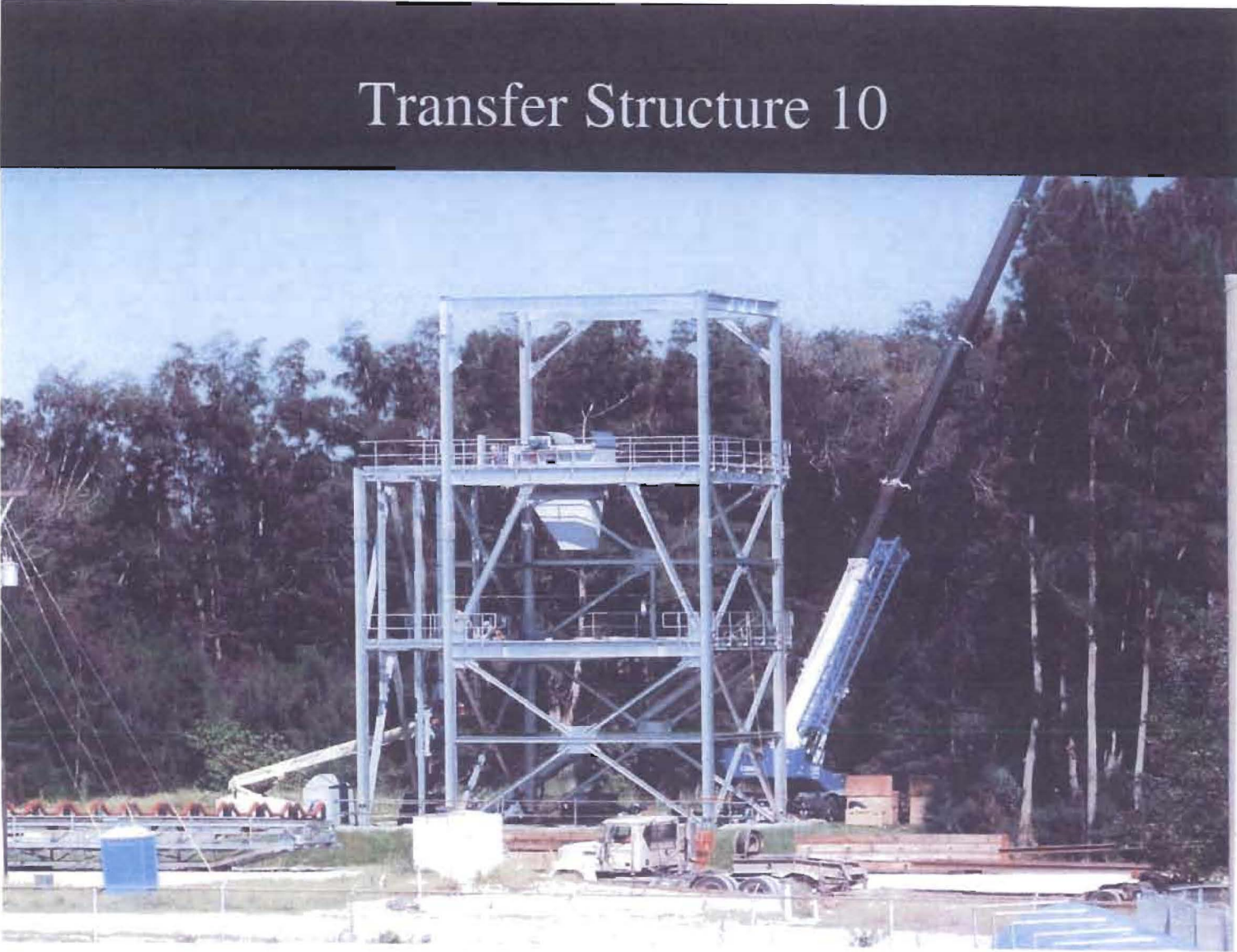
Where a difference between the observed state of a subject and that depicted in the photo was noticed, comments about the difference are included above the photo.

Blue tracks are existing. Trains will enter loop via switch to the left and above Location 1 (circled in red) and exit via switch near Location 2 (circled in red). Most of the track is currently in place and much of remaining work is at several road crossings.





On left side of Transfer Structure 10, the section of conveyor belt to the unloading pit has been installed. The section of conveyor belt between this transfer structure and Transfer Structure 11(will come out of page) is being assembled on the ground and will be lifted into place upon completion.

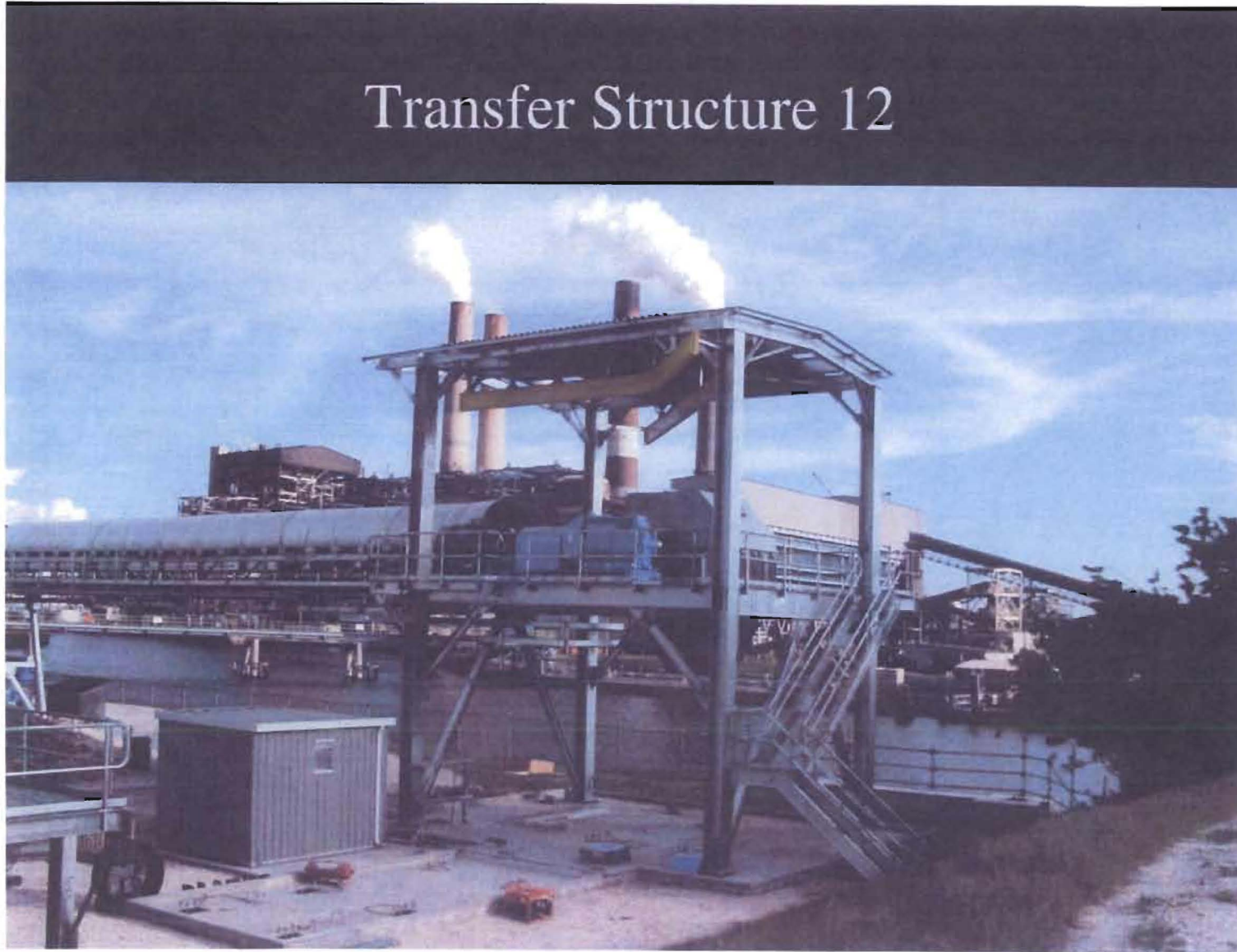




On left side of Transfer Structure 11, the section of conveyor belt to Transfer Structure 12 has been installed. On right side of Transfer Structure 11, the section of conveyor belt to Transfer Structure 10 is being assembled on the ground and will be lifted into place upon completion.

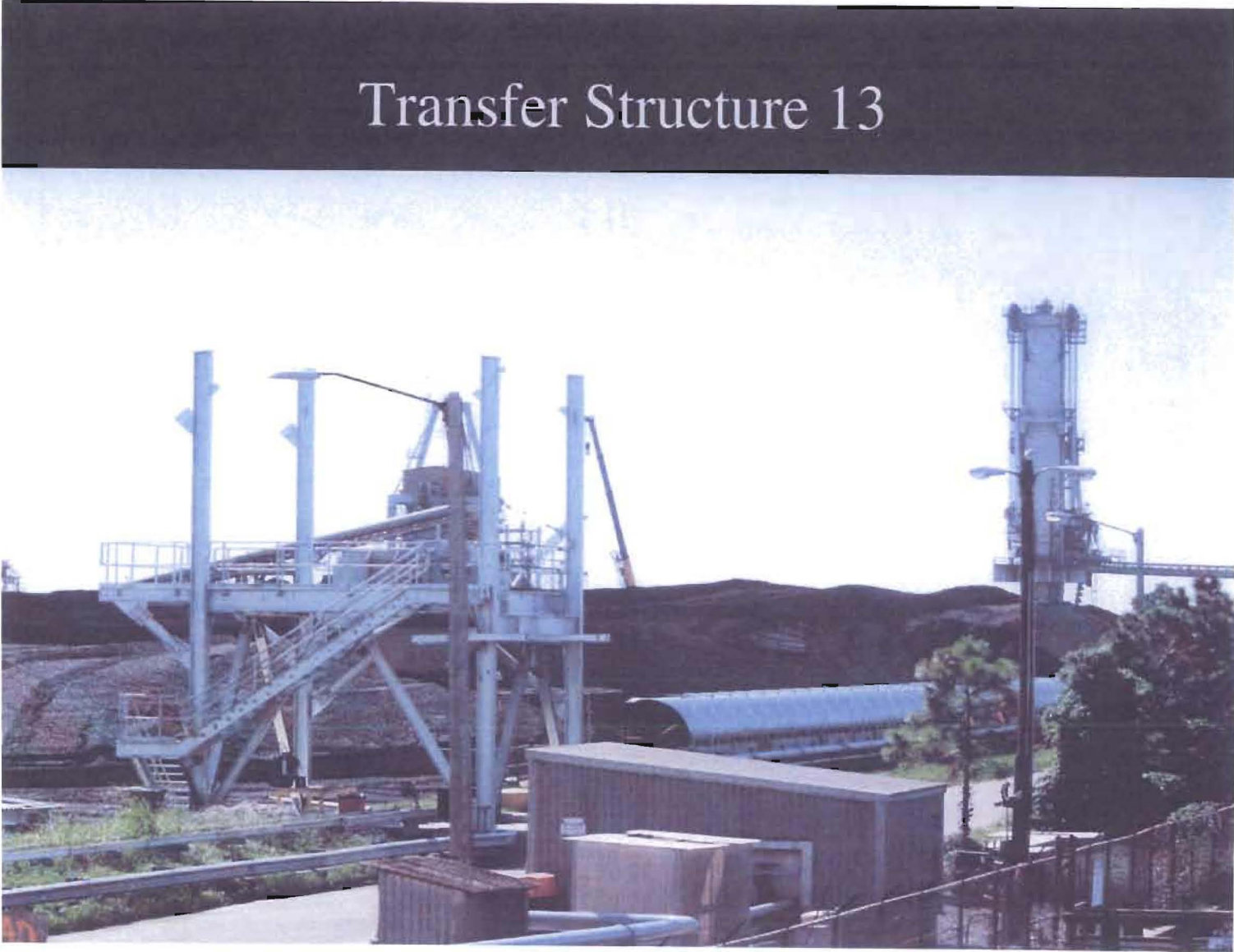


Section of conveyor belt from Transfer Structure 12 to Transfer Structure 13 will span the canal. It is being assembled on the ground and, upon completion, will be raised into place from a barge. The span concrete supports(at base of railing near water) have been poured.





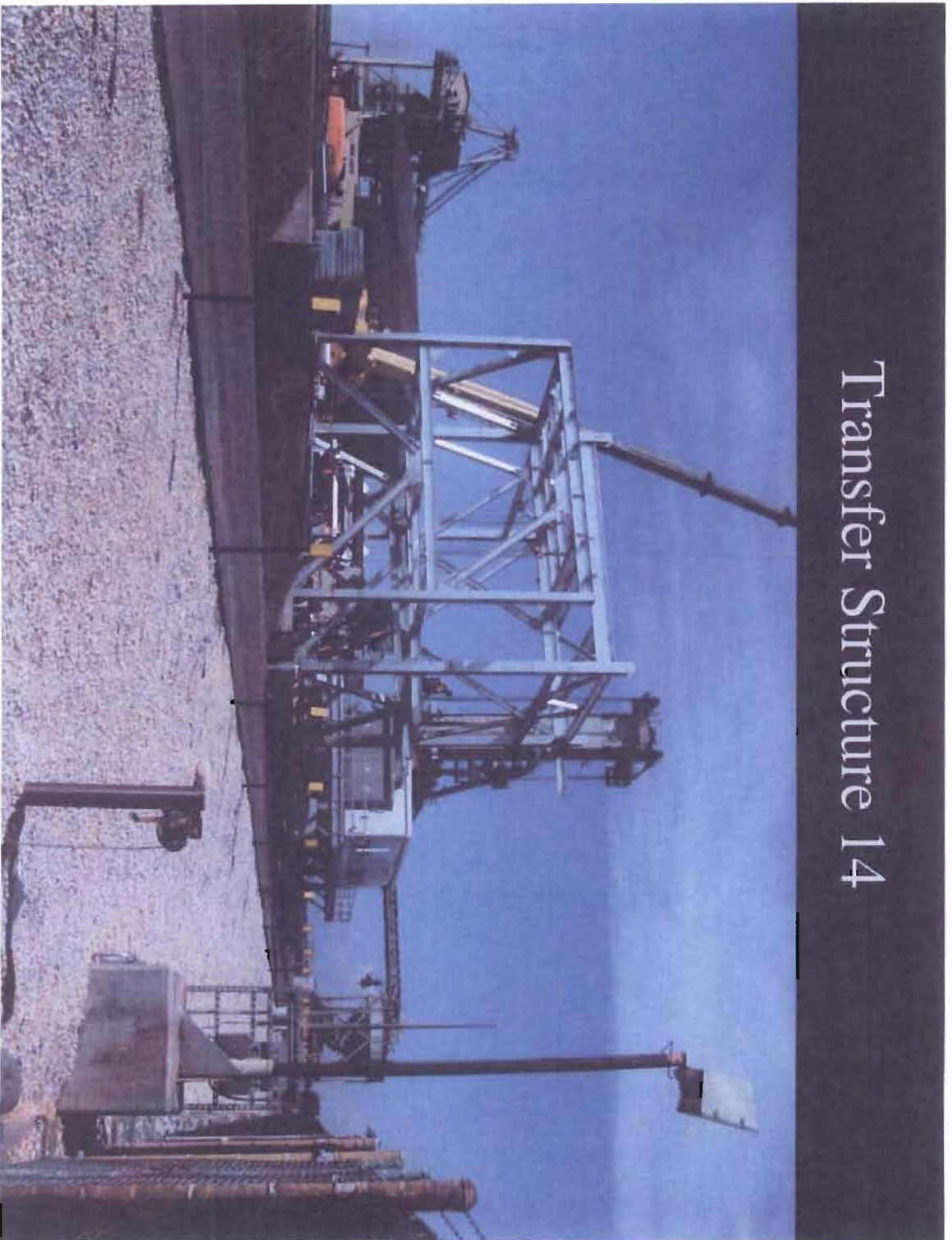
Progress has been made on Transfer Structure 13. Most notably, the roof and over head crane trolley have been installed. The concrete supports(for section of belt spanning canal from Transfer Structure 12) have also been poured.





Paralleling the roadway, the conveyor belt form Transfer Structure 13, has been installed.

## Transfer Structure 14



Minor progress has been made on Transfer Structure 15. NOTE: There is now a Transfer Structure 16 which did not exist at the time these photos were taken and it is at about the same level of construction as Transfer Structure 15.

