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OPERABLE UNIT 1 - WASTE PITS REMEDIAL ACTION PROJECT FACT
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FACT SHEET

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Operable Unit 1

Waste Pits Remedial Action Project

September 1996

Introduction

Operable Unit 1 is one of five well-defined areas being remediated at the U.S. Department of Energy's (DOE) Fernald Environmental Management Project (FEMP). The operable units were defined, based on their locations or the potential for similar technologies to be used in the ultimate cleanup.

Operable Unit 1 Remediation

Key components of Operable Unit 1 remediation include:

- Excavation of the waste;
- Preparation and processing of materials from the waste pits to produce a feed material amenable for further handling (e.g., in the dryer);
- Thermal drying;
- Off-gas treatment by a system designed to remove, to acceptable levels, contaminants which might be present in emissions from the drying process prior to discharge to the atmosphere;
- Rail shipment, the planned transportation mode, to a permitted commercial disposal facility; and
- Disposal at a permitted commercial disposal facility. (A facility has not yet been selected; until then, the remedial design will reflect the use of the Envirocare disposal site, in Clive, Utah, as the commercial disposal facility.)

Operable Unit 1

Operable Unit 1 is located in the northwest quadrant of the FEMP (west of the former Production Area). Covering 37 acres, Operable Unit 1 is composed of the following:

- Waste Pits 1, 2, 3, 4, 5, and 6;
- the Burn Pit (used for the disposal and burning of waste);
- the Clearwell (a settling basin for surface water runoff);
- miscellaneous structures and facilities such as berms, liners, concrete pads, underground piping, utilities, railroad tracks, fencing; and
- soil within the Operable Unit 1 boundary.

Paddys Run, an intermittent tributary of the Great Miami River, runs along the west side of FEMP property between Operable Unit 1 and the site boundary.

Remedial Design

On Oct. 24, 1995, Operable Unit 1 Preliminary Design Packages I and II, the first remedial design deliverables, were submitted to U.S. EPA and Ohio EPA and were made available at the Public Environmental Information Center, 10845 Hamilton-Cleves Highway, Harrison, Ohio.

In response to EPA and Ohio EPA comments, a response-to-comments document was submitted to the EPAs Jan. 19, 1996. On Feb. 20, additional comments were received from Ohio EPA and were responded to by letter on March 5. On March 13, the U.S. EPA approved Operable Unit 1 Preliminary Design Packages I and II.

On March 20, Operable Unit 1 pre-final design packages I and II were submitted to U.S. EPA and Ohio EPA for review. These packages reflect additional details and changes made during design and support activities subsequent to the submittal of the preliminary design deliverables.

For example, the pre-final packages include the final results of the Dewatering, Excavation, Evaluation Program (DEEP), both in terms of a final report documenting DEEP and a design which reflects the knowledge and experience gained through the DEEP investigations. In addition, the pre-final design packages reflect changes to address comments received from U.S. EPA and Ohio EPA during their review of the preliminary design packages.

Responses to U.S. EPA and Ohio EPA comments on Operable Unit 1 Pre-final Design Packages I and II were submitted to the EPAs on June 14, 1996. On June 28, 1996, U.S. EPA approved Operable Unit 1 Pre-Final Design Packages I and II.

The Operable Unit 1 waste pits range in size from that of a baseball diamond to a football field and vary in depth from 13 to 30 feet. More than 700,000 cubic yards of contaminated materials are estimated to be associated with the cleanup of the waste pits.

An addendum to the Operable Unit 1 Remedial Design Work Plan was submitted with the pre-final design packages. The Remedial Design Work Plan addendum presents design plan changes resulting from DOE's decision to pursue an Alternative Remedial Action Subcontracting Approach (ARASA) for waste pit remediation. This addendum provides an explanation of ARASA and describes its impact on the current Operable Unit 1 design. Specifically, this addendum includes:

- 1) A definition of ARASA;
- 2) Integration of ARASA and the design reflected in the design documents;
- 3) DOE and ARASA subcontractor responsibilities and remedial design/remedial action deliverables; and
- 4) Agency review and subsequent finalization of ARASA deliverables.

More About ARASA . . .

To reduce cleanup costs associated with the remediation of Operable Unit 1, DOE has approved ARASA. Under ARASA, the subcontractor ultimately will be responsible for excavating and processing the waste materials and loading the processed waste into railcars for shipment. Fluor Daniel Fernald will be responsible for shipping and disposal activities and will oversee all operations of the Operable Unit 1 remediation process.

Various remedial design and remedial action planning documents will be prepared by the ARASA subcontractor for review by regulators. The public will be notified as these documents become available for public inspection. In addition, stakeholders will continue to be kept informed about the Operable Unit 1 cleanup process and activities as they develop.

Operable Unit 1**Waste Pits Remedial Action Project**

On June 28, 1996, DOE-FEMP transmitted the draft ARASA Statement of Work (and attachments to the statement of work) for Operable Unit 1 to the U.S. EPA and Ohio EPA for review, in accordance with the Amendment to the Operable Unit 1 Remedial Design Work Plan. Although these documents do not require formal approval by the EPAs, their review and comments were requested to assure that vendor responses to it will be in conformance with regulatory requirements. Comments were requested from the EPAs by Aug. 2, 1996.

Site Preparation Activities

Included with the Operable Unit 1 design packages was documentation associated with site improvements necessary to prepare the Operable Unit 1 waste pits area for construction and operation of remediation facilities. These improvements, which are necessary under any concept (including ARASA), were initiated April 1, 1996.

These activities include drainage pipe modifications, construction of a retaining wall, installation of erosion control; and site clearing and grading for construction of the waste processing facility; as well as activities required to construct the stormwater management system that will support Operable Unit 1 remediation.

In June, an amendment to Operable Unit 1 pre-final design packages I and II was submitted to the EPAs. This amendment presented revised design plans for activities to support on-site rail improvements and construction of the Operable Unit 1 remediation facility.

The revised plan addresses construction and handling of the soil stockpile resulting from the stripping of topsoil from the north railyard area and utilizing excess soil from the north railyard construction for the Operable Unit 1 remediation facility construction. On July 3, 1996, U.S. EPA approved the amendment, as did Ohio EPA on July 8, 1996.

For More Information

Contact the Public Environmental Information Center (PEIC), located at 10845 Hamilton-Cleves Highway, Harrison, Ohio, 45030 (phone: 513-738-0164). For specific questions regarding Operable Unit 1, contact: Dave Lojek, DOE-FEMP Operable Unit 1 branch chief, 513-648-3127.