



Department of Energy

**Ohio Field Office
Fernald Closure Project
175 Tri-County Parkway
Springdale, Ohio 45246
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FEB 8 2006

Mr. James A. Saric, Remedial Project Manager
United States Environmental Protection Agency
Region V, SR-6J
77 West Jackson Boulevard
Chicago, Illinois 60604-3590

DOE-0065-06

Mr. Tom Schneider, Project Manager
Ohio Environmental Protection Agency
Southwest District Office
401 East 5th Street
Dayton, Ohio 45402-2911

Dear Mr. Saric and Mr. Schneider:

**MISCELLANEOUS SMALL STRUCTURES – PHASE II PROJECT AMENDMENT #4
FOR ABOVE GRADE DECONTAMINATION AND DISMANTLEMENT OF THE
TRAIN TRESTLE AND REMAINING SITEWIDE RAILROAD TRACKS
(COMPONENT G-001)**

Enclosed is the Miscellaneous Small Structures (MSS) Phase II Amendment #4 for the above grade Decontamination and Dismantlement (D&D) of the Train Trestle And Remaining Sitewide Railroad Tracks (Component G-001).

If there are any questions concerning this subject, please contact Ed Skintik at 513-246-1369.

Sincerely,

Johnny W. Reising
Director

Mr. James A. Saric
Mr. Tom Schneider

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DOE-0065-06

Enclosure:

w/enclosure:

E. Skintik, OH/FCP
G. Jablonowski, USEPA-V, SR-6J
T. Schneider, OEPA-Dayton (three copies of enclosure)
M. Cullerton, Tetra Tech
M. Shupe, HIS GeoTrans
R. Vandergrift, ODH
AR Coordinator, Fluor Fernald, Inc./MS6

w/o enclosure:

J. Fry, Fluor Fernald, Inc./MS14
F. Johnston, Fluor Fernald, Inc./MS99
C. Murphy, Fluor Fernald, Inc./MS01
P. O'Neill, Fluor Fernald, Inc./MS14
D. Sizemore, Fluor Fernald, Inc./MS01
ECDC Fluor Fernald Inc./MS52-7 Project Number 1751.1.1

OPERABLE UNIT 3

MISCELLANEOUS SMALL STRUCTURES PHASE II IMPLEMENTATION PLAN FOR ABOVE-GRADE DECONTAMINATION AND DISMANTLEMENT



FEBRUARY 2006

FERNALD ENVIRONMENTAL MANAGEMENT PROJECT
FERNALD, OHIO

U. S. DEPARTMENT OF ENERGY
FERNALD AREA OFFICE

FINAL

DOCUMENT CONTROL NO. 1751-PL-0004 (REV. 0) PCN1

RECORD OF ISSUE REVISION

<u>DATE</u>	<u>REVISION NO.</u>	<u>DESCRIPTION AND AUTHORITY</u>
9/26/02	Rev. 0	Issued Implementation Plan.
2/03	Rev. 0, PCN1	Issued revised Figure 4-1, MSS Phase II D&D Project Remediation Schedule. The revised schedule has been modified to support Fernald site closure (as defined in the Fernald Closure Contract) by December 31, 2006.
8/5/03	N/A	Amendment 1 added nineteen (19) additional buildings/components to the MSS Phase II Complex D&D Implementation Plan.
9/3/03	N/A	Transferred Buildings 20E, 20F and Component 18J from the Multi-Complex Implementation Plan to the MSS Phase II Implementation Plan per letter #DOE-0501-03 dated September 3, 2003.
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2/17/05	N/A	Amendment 3 added Components 18Y (AWWT Ozone Generation Building) and 93A (Southwest Boiler House) to the MSS Phase II Complex D&D Implementation Plan.
1/31/06	N/A	Amendment 4 added the Train Trestle (at Paddy's Run) and the Sitewide Railroad Tracks (Component G-001) to the MSS Phase II Complex D&D Implementation Plan.
2/6/06	N/A	Amendment 4 (PCN1) issued changes to the Table 4-1 D&D Schedule. The Train Trestle start/completion dates are May 10, 2006 and June 16, 2006 respectively. The Sitewide Railroad Tracks start/completion dates are April 15, 2006 and June 16, 2006 respectively.

**AMENDMENT #4 - MISCELLANEOUS SMALL STRUCTURES PHASE II
IMPLEMENTATION PLAN
FOR ABOVE GRADE DECONTAMINATION AND DISMANTLEMENT
OF THE TRAIN TRESTLE AND REMAINING SITEWIDE RAILROAD TRACKS (COMPONENT G-001)**

JANUARY 2006

1.0 Project Statement

This amendment to the Miscellaneous Small Structures (MSS) Phase II Implementation Plan represents the remedial design documentation for the above-grade decontamination and dismantlement (D&D) of the train trestle at Paddy's Run and remaining sitewide railroad tracks (Components G-001) located at the U.S. Department of Energy (DOE) Fernald Closure Project (FCP) in Fernald, Ohio. The train trestle and remaining Component G-001 are being added to Phase II of the MSS D&D Project because the D&D completion date has been accelerated to meet the 2006 Fernald Closure Plan and the train trestle and Component G-001 are small in scope making them relatively easy to D&D.

This document provides the pertinent information required for amending the MSS Phase II D&D Project Implementation Plan. Section 2 provides the general project remediation approach. Section 3 provides the component-specific descriptions. Section 4 provides the D&D implementation schedule. Section 5 provides photos of the trestle and Component G-001.

2.0 General Project Remediation Approach

The general project remediation approach is described in Section 2 of the MSS Phase II D&D Implementation Plan. However, Section 2 of this document provides a summary of the radiological data, debris/waste volume estimates and above grade dismantlement activities for the train trestle and Component G-001.

Recent radiological surveys of the sitewide railroad tracks were obtained to substantiate the data summarized in Table 2-1. As expected, the highest radiological readings were detected at the railroad track in the SP-7 loadout area. Table 2-1 contains the "Range" (lowest to highest), "Mean" (average) and "Mode" (most common) of radiological readings detected for the sitewide railroad tracks. It should be noted that the "Mode" detected for each category was "below Minimum Detectable Count Rate (MDCR)". However, the readings contained in Table 2-1 for "Mode" list the most common reading if "below MDCR" is not considered.

TABLE 2-1 SUMMARIES OF RADIOLOGICAL DATA

Sitewide Railroad Tracks	Alpha Removable (dpm/100 sq. cm)	Alpha Fixed plus Removable (dpm/100 sq. cm)	Beta-Gamma Removable (dpm/100 sq. cm)	Beta-Gamma Fixed plus Removable (dpm/100 sq. cm)
RANGE	< MDCR to 100	<MDCR to 72	<MDCR to 751	<MDCR to 120K
MEAN	1.89	3.77	18.07	.81K
MODE*	5	35	14	3K

MDCR – Minimum Detectable Count Rate

*The actual mode reading was "< MDCR" for all categories. However, the readings contained in this table are the numerical mode when the "< MDCR" are not considered. A total of 294 radiological readings were taken.

A final radiological survey will be performed for the train trestle and remaining sitewide railroad tracks just prior to the start of D&D activities.

Estimates of the Paddy's Run train trestle and Component G-001 debris waste volumes have been summarized in Table 2-2. Debris Profile 95025 includes the debris waste that will be radiologically free-released to a sanitary landfill. Debris Profile 92023 includes the debris waste that will be placed in the On-Site Disposal Facility. This table does not include the 57,800 lineal feet (approximate) of railroad track, ties and fasteners to be shipped offsite for reuse.

TABLE 2-2 COMPONENT G-001 AND TRAIN TRESTLE DEBRIS WASTE VOLUME ESTIMATES

Debris Profile Number	Unbulked (yd ³)	Bulked (yd ³)	Tons
95025	93	199	30
92023	30	90	17

TABLE 2-3 ABOVE GRADE DISMANTLEMENT ACTIVITIES

Component Number	Inventory Removal	Facilities Shutdown	Asbestos Abatement	Surface Decon	Equip./Sys. Dismantlement	Transite Removal	Structural Steel or Steel Frame Dismantlement	Concrete or Masonry Removal
Train Trestle	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required	X	X
G-001 Railroad Tracks	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required

3.0 Component-Specific Description

This section presents component-specific descriptions for the train trestle and Component G-001.

3.1 Paddy's Run Train Trestle

Background – The Paddy's Run Train Trestle was constructed in the early 1950's and is located in the very northwest corner of the Fernald Closure Project. The trestle stands approximately 45 feet tall from the base of Paddy's Run Creek to the top of the trestle's wooden side rails. The trestle extends approximately 90 feet over the creek and is constructed of structural steel beams and wooden planks.

Process Area Description – Most recently, material from the Fernald Closure Project waste pits that was dispositioned to an offsite facility was transported by railcar. The Paddys Run Train Trestle is part of the rail system that was used for transportation.

3.2 Component G-001 – Railroad Tracks

Background – The sitewide railroad tracks were constructed at various times during the site's existence. Much of the rail is located along the north and northwest perimeter of the Fernald Closure Project. Approximately 57,800 lineal feet of railroad track is located throughout the site.

Process Area Description – Most recently, material from the Fernald Closure Project waste pits that was dispositioned to an offsite facility was transported by railcar. The sitewide railroad tracks are part of the rail system that was used for transportation.

4.0 Schedule

The implementation schedule for field remediation of Components G-001 and the Train Trestle are identified in Table 4-1.

TABLE 4-1 PADDY'S RUN TRAIN TRESTLE AND COMPONENT G-001 D&D SCHEDULE

Activity	Date
Train Trestle Demolition Start	May 10, 2006
Component G-001 Demolition Start	April 15, 2006.
Train Trestle Complete Demolition	June 16, 2006
Component G-001 Complete Demolition	June 16, 2006.
Issue Project Completion Report	As part of the MSS Phase II Project Completion Report. See Figure 4-1 from the MSS Phase II D&D Project Implementation Plan, 1751-PL-0004 (Rev 0) PCN1 dated February 2003.

PCN1

5.0 Photographs

Photos compiled for the Paddy's Run Train Trestle and Component G-001 are summarized in Table 5-1 and attached as Appendix A.

TABLE 5-1 PHOTOGRAPHS

Component	Photo #
Train Trestle at Paddys Run Creek	6349D-1240; View of track at the elevation.
Train Trestle at Paddys Run Creek	6349D-1851; View from Paddy's Run Creek.
Site-Wide Railroad Tracks Component G-001	8148D-111; Railyard Aerial.
Site-Wide Railroad Tracks Component G-001	6349D-1928; Railroad track switchback.

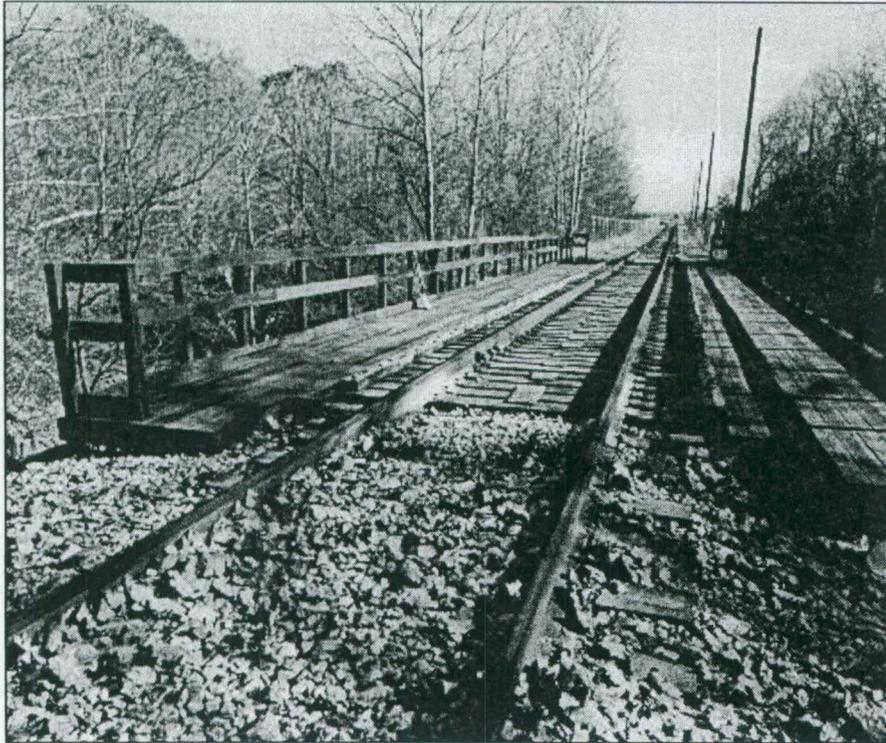
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APPENDIX A

PHOTOS

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TRAIN TRESTLE AT PADDYS RUN CREEK

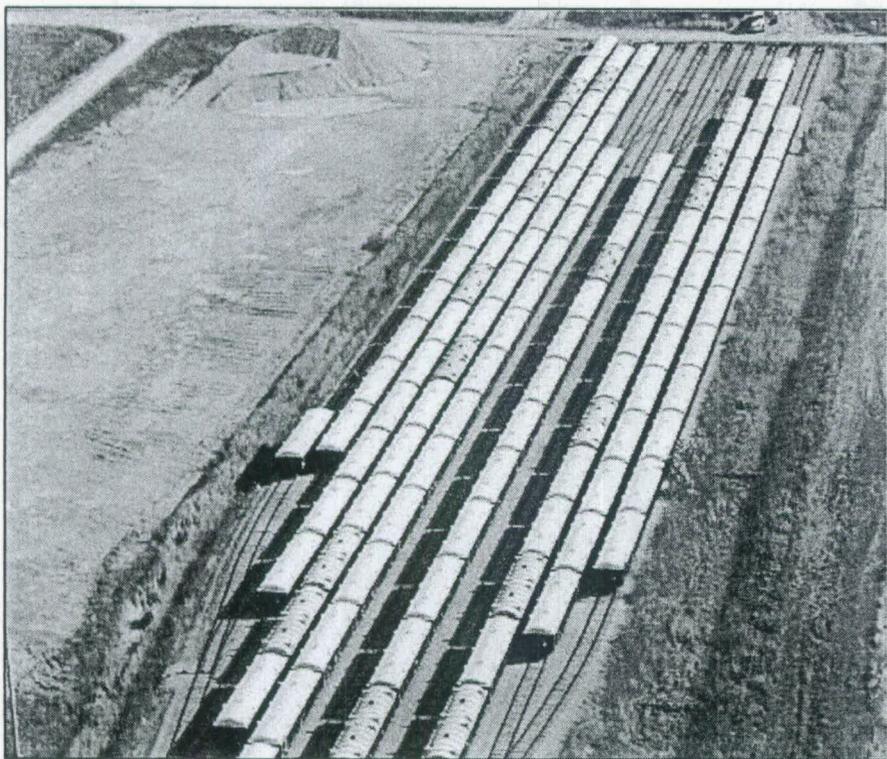


6349D-1240



6349D-1851

SITE-WIDE RAILROAD TRACKS COMPONENT G-001



8148D-111



6349D-1928

**MISCELLANEOUS SMALL STRUCTURES PHASE II
IMPLEMENTATION PLAN FOR ABOVE-GRADE
DECONTAMINATION AND DISMANTLEMENT**

DOCUMENT NUMBER 1751-PL-0004 (REV. 0) PCN1

AMENDMENT 4 PAGE CHANGES

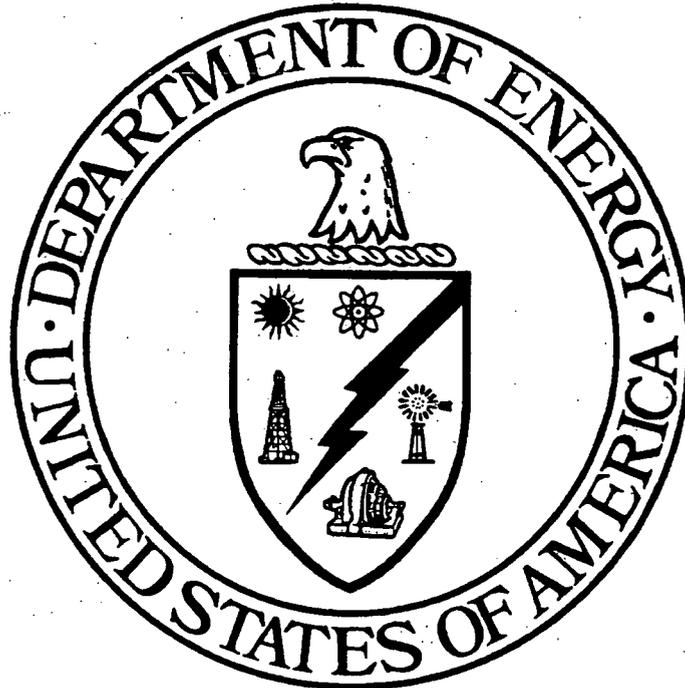
INCLUDES:

COVER PAGE/RECORD OF REVISION

PAGE 3

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