



Department of Energy

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

NOV 20 2006



Mr. James A. Saric, Remedial Project Manager
United States Environmental Protection Agency
Region V-SRF-5J
77 West Jackson Boulevard
Chicago, Illinois 60604-3590

DOE-0071-07

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

Dear Mr. Saric and Mr. Schneider:

**TRANSMITTAL OF RESPONSES TO OHIO ENVIRONMENTAL PROTECTION
AGENCY COMMENTS ON THE DRAFT CERTIFICATION DESIGN LETTER FOR
AREA 6 SITEWIDE RAIL LINE SYSTEM**

- References: 1) Letter DOE-0023-07, J. Reising to J. Saric/T. Schneider, "Transmittal of the Draft Certification Design Letter for Area 6 Sitewide Rail Line System," dated October 23, 2006
- 2) Letter, T. Schneider to J. Reising, "Comments - CDL for Area 6 Sitewide Rail Line System," dated November 8, 2006

Enclosed for your approval are responses to Ohio Environmental Protection Agency comments on the draft Certification Design Letter (CDL) for Area 6 Sitewide Rail Line System. Upon approval, these comment responses will be incorporated in the final CDL.

If you have any questions or require additional information, please contact me at (513) 648-3139.

Sincerely,

Johnny W. Reising
Director

Enclosure

Mr. James Saric
Mr. Thomas Schneider

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DOE-0071-07

cc w/enclosure:

J. Desormeau, DOE-OH/FCP
T. Schneider, OEPA-Dayton (three copies of enclosure)
G. Jablonowski, USEPA-V, SRF-5J
M. Cullerton, Tetra Tech
M. Shupe, HSI GeoTrans
S. Helmer, ODH
AR Coordinator, Fluor Fernald, Inc./MS12

cc w/o enclosure:

J. Chiou, Fluor Fernald, Inc./MS88
F. Johnston, Fluor Fernald, Inc./MS12
C. Murphy, Fluor Fernald, Inc./MS1
T. Terry, Fluor Fernald, Inc./MS1

**RESPONSES TO THE
OHIO ENVIRONMENTAL PROTECTION AGENCY
COMMENTS ON THE
DRAFT CERTIFICATION DESIGN LETTER
FOR AREA 6 SITEWIDE RAIL LINE SYSTEM**

**FERNALD CLOSURE PROJECT
FERNALD, OHIO**

NOVEMBER 2006

U.S. DEPARTMENT OF ENERGY

**RESPONSES TO OHIO ENVIRONMENTAL PROTECTION AGENCY COMMENTS ON THE
DRAFT CERTIFICATION DESIGN LETTER FOR AREA 6 SITEWIDE RAIL LINE SYSTEM
(20600-PL-0008, Revision A)**

GENERAL COMMENTS

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|----|-----------------------------------|-----------------|-----------------|
| 1. | Commenting Organization: Ohio EPA | Commenter: OFFO | |
| | Section #: General | Pg #: | Line #: Code: C |
| | Original Comment #: 1 | | |

Comment: Ohio EPA finds DOE's approach presented in this CDL for Area 6 Sitewide Rail Line System unacceptable. Precert data was collected previous to the CDL via V/FCNs, both real time and physical samples. If DOE intended to use the data for certification, the plan should have been submitted as a CDL not as various V/FCNs. This approach simply side steps the appropriate process for CU delineation, COC selection and sample location.

Response: Agree. The presentation of the proposed samples, constituents of concern (COCs), and certification unit (CU) design should have been done through the typical Certification Design Letter. The timing of sampling prior to submittal of a Certification Design Letter (CDL) was mainly because a CDL could not be submitted until the real-time scan is completed, which could not be done until removal of the rail lines. Also, the initial sampling task may have led to remedial design and action. Therefore, Variance/Field Change Notices (V/FCNs) were used to initiate the soil sampling task, but the COCs determination and sampling density used were consistent with certification needs. This approach was discussed with OEPA in various occasions and was implemented at risk. No significant above-final remediation level (FRL) conditions have been detected by the sampling. Also, real-time scanning of the area has been completed following removal of the rail line system. A CDL can now be submitted with all the sampling results as requested by OEPA. As can be seen in this CDL, the determination of COCs, CUs delineation, and sample location were consistent with all Sitewide Excavation Plan (SEP) requirements and should, therefore, be considered appropriate for this certification effort.

Action: None.

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|----|-----------------------------------|-----------------|-----------------|
| 2. | Commenting Organization: Ohio EPA | Commenter: OFFO | |
| | Section #: General | Pg #: | Line #: Code: C |
| | Original Comment #: 2 | | |

Comment: This CDL discusses sampling fill material that was laid down previous to placing the rail line. However, there is no reference as to where the soil fill results are located in the document or if this material was collected previous to the precertification. In addition, predesign borings and new "investigational" predesign borings were also collected, but there is no reference as to where the data is found in the CDL. Please include this data in the document.

Response: Agree. Section 2.1 was ambiguous in the discussion of how and where fill material was handled during the construction of the rail yard. Additionally, it was unclear of when and where samples were collected of this fill material. Therefore, Section 2.1 will include a more detailed discussion of both the rail yard construction cut/fill activities as well as the predesign sampling that was performed in the rail yard.

Action: Section 2.1 will be rewritten to include details of rail yard construction cut and fill activities and physical sampling of any fill material. See Responses to OEPA Specific Comments 3 and 4 for further information.

SPECIFIC COMMENTS

3. Commenting Organization: Ohio EPA
Section #: 2.1 Pg #: 2-1 Commenter: OFFO
Original Comment #: 3 Lines #: 22-27 Code: C
Comment: This paragraph is unclear.

- A) It states that during rail yard construction a surface scrape was conducted "over much of the area" to remove contamination. The text should include a description of the exact area that was scraped or a figure showing where the scrape was done.
- B) The text continues describing how the east half of the railyard wasn't investigated due to "rail operations," but was "cut up." Please provide clarification.
- C) The text further states that the "original assumption was confirmed." This statement does not follow previous sentences. Explain what assumption and why?

Response: A) Agree. Section 2.1 was ambiguous in the discussion of how and where fill material was handled during the construction of the rail yard. To provide additional clarification, a figure will be added to the CDL (Figure 2-1) that shows the results of the topographical study that was performed as described in the predesign sampling Project Specific Plan (PSP) and referenced in the Integrated Remedial Design Package for this area.

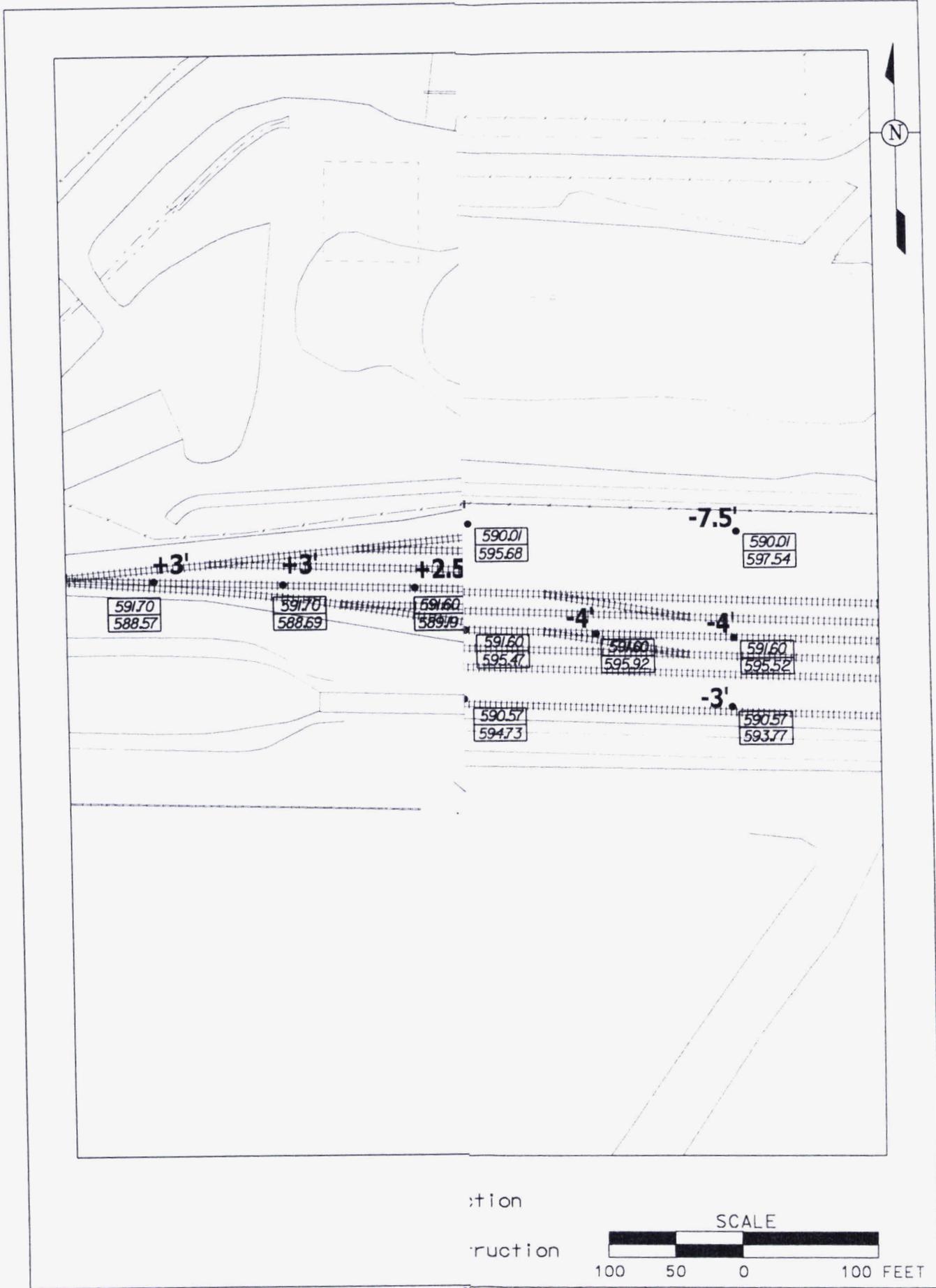
- B) Agree. Section 2.1 was unclear of when and where samples were collected of this fill material. As described in the predesign sampling PSP, samples were collected in the western half of the rail yard because out of the historical and/or remedial investigation/feasibility study samples from within the rail yard, only the locations in the western area showed elevated conditions. Additionally, due to continuous rail operations, it was unsafe to collect further investigational samples from the eastern half of the rail yard.

The text relative to "cut up" was referring to the fact that during the construction of the rail yard, the eastern half of the area was cut (excavated) - up to 4 feet. In other words, the eastern half of the area was excavated to a depth ranging from 0 to 4-feet. Please refer to the added figure (Figure 2-1) that is mentioned in the Response to Item A above.

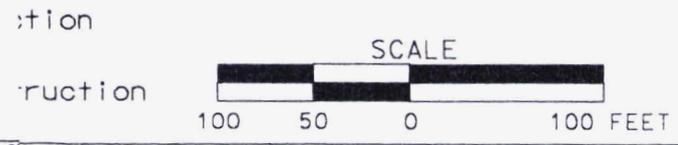
- C) This sentence does not belong in the text. It will be removed from the document.

Action: A, B, and C) Rewrite Lines 22-27 as follows:

"As discussed in the Area 6, Subarea 1 Predesign PSP (DOE 2005d), a field survey investigation of the historical topography of the railyard versus the current soil elevation was completed. Figure 2-1 demonstrates the elevation changes from this area prior to construction of the railyard to the current soil elevation of the railyard. Based on the field survey investigation, it is evident that the eastern half of the railyard was excavated to a depth ranging up to 4 feet. Additionally, the elevation of the western half was increased ranging from 0.5-feet to 3-feet demonstrating a cut and fill operation, where soil that was cut from the east was used for fill on the west."



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L INVESTIGATION OF RAIL YARD AREA