



## FRIDAY MAILING

12/19/97

### INCLUDED IN THIS MAILING ARE:

- Quick Reference Packet: Operable Unit One
- Public Participation Update "Draft Focus on 2006 Plan" November 1997
- Bimonthly Meeting Draft Agenda
- Letter from Nevada Test Site CAB to Gerald Johnson, USDOE-Nevada (re: Nevada Test Site Intermodal Transportation and Routing Feasibility Study)
- Response to Query, December 18, 1997 (re: White Metal Box Leak)
- Graph -- "Pounds of Uranium Discharged to Great Miami Aquifer (GMA) in 1997" (current as of November 1997)
- Newsclippings

### ANNOUNCEMENTS:

- WASTE TRANSPORTATION COMMITTEE:** A meeting of the Waste Transportation Committee of the Fernald Citizens Advisory Board will be held on Monday, January 5, 1998, at 6:30 p.m. in the Jamtek Building, 10845 Hamilton-Cleves Highway.  
*Please note that this meeting is tentative and based on the availability of the Draft Report on Intermodal Transport to NTS.*
- ENVIRONMENTAL MONITORING COMMITTEE:** The Environmental Monitoring Committee of the Fernald Citizens Advisory Board will meet at 7:30 p.m. on Monday, January 5, 1998, in the Jamtek Building.
- COMMUNITY REUSE ORGANIZATION:** The monthly CRO meeting will be held on Tuesday, January 6, 1998, from 6:30 - 8:30 p.m. at the Ross High School Media Center, 3425 Hamilton-Cleves Highway.
- EFFICIENCY COMMITTEE MEETING:** The Efficiency Committee of the Fernald Citizens Advisory Board will meet on Wednesday, January 7, 1998, at 6:30 p.m. in the Jamtek Building.

### QUESTIONS:

Please call John at [REDACTED] or Doug at [REDACTED] with questions or concerns.  
You may also fax or e-mail us at:

John    Fax: 281-3331  
Doug    Fax: 648-3629

E-Mail: [john.applegate@law.uc.edu](mailto:john.applegate@law.uc.edu)  
E-Mail: [REDACTED]

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## MEMORANDUM

**TO:** FCAB Members  
**FROM:** Doug Sarno  
**SUBJECT:** Operable Unit One  
**DATE:** December 12, 1997

As a way to keep up to date on operations in which the CAB is not taking a substantial role, a series of quick reference sheets is being developed to outline activities since the ROD and take a quick look at activities to come. This month's focus is Operable Unit One.

Doug

March 1995

June 1995

ROD signed

Remedial Design Plan Approved

Preliminary Design Approved

March 1996

Pre-Final Design Approved

June 1996

Off-site trestle contract Negotiated with CSXT

Contract awarded to Annex Railroad Builders for on-site railroad construction

September 1996

October 1996

Construction of office annex trailers completed, Bid for procurement of 135 railcars issued

Request for Proposals (RFP) for ARASA

January 1997

July 1997

ARASA subcontract awarded, Okeana, Camp Run and Wynn Road trestle upgrade Completed

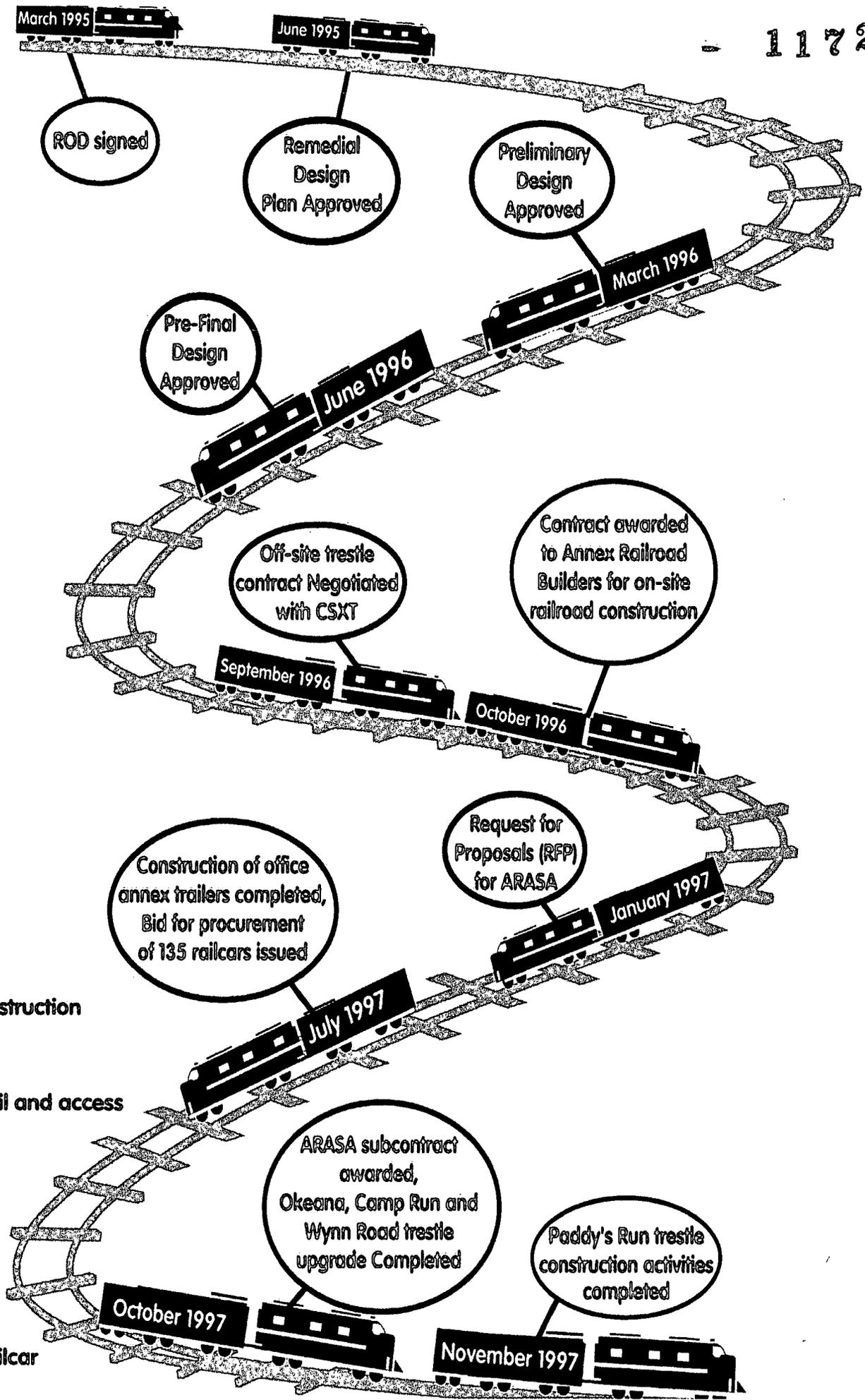
Paddy's Run trestle construction activities completed

October 1997

November 1997



Quick Reference: Operable Unit 1 Activities  
(As of December 1997)



**Next Steps:**

- Complete on-site rail infrastructure construction (12/97)
- Award contract for rail and access road lighting (12/97)
- Complete construction of Shannon Yard upgrade (1/98)
- Award contract for railcar procurement (2/98)



# Quick Reference: Operable Unit 1 Activities

*As of December 1997*

<u>DATE</u>	<u>ACTIVITIES</u>
March 1995	ROD for Operable Unit One (OU1) signed by USEPA which selected excavation, drying, and off-site disposal via rail
June 1995	Remedial Design Plan approved by USEPA
July 1995	OU1 Remedial Design Work Plan submitted to USEPA and OEPA
March 1996	Preliminary Design approved by USEPA
April 1996	Initiation of site activities
June 1996	<ul style="list-style-type: none"> <li>• Pre-Final Design approved by USEPA</li> <li>• Addendum to OU1 Remedial Design Work Plan issued to present changes due to DOE's decision to pursue the Alternative Remedial Action Subcontracting Approach (ARASA) for remediation of the Waste Pits</li> <li>• Design activities completed for Okeana trestle upgrade</li> <li>• Amendment to Pre-Final Design Packages I and II submitted to revise design plans for activities that support on-site rail improvements and construction of OU1 plant facility</li> <li>• Statement of Work for ARASA submitted to DOE-FN</li> <li>• Storm drain catch basin construction initiated</li> <li>• Retaining wall construction begun</li> </ul>
September 1996	<ul style="list-style-type: none"> <li>• Contractor for on-site rail upgrades evaluated and selected</li> <li>• Off-site trestle contract negotiated with CSXT</li> </ul>
October 1996	<ul style="list-style-type: none"> <li>• Contract awarded to Annex Railroad Builders for on-site railroad construction</li> <li>• Draft OU1 Remedial Action Work Plan submitted to Agencies</li> </ul>
December 1996	<ul style="list-style-type: none"> <li>• Installation of north railyard subbase initiated</li> <li>• Notice to proceed issued to on-site rail contractor</li> <li>• Concrete pad for loadout building installed</li> </ul>
January 1997	<ul style="list-style-type: none"> <li>• Request for Proposals (RFP) for ARASA issued</li> <li>• Final Remedial Action Work Plan submitted to Agencies</li> <li>• Rail construction in north railyard initiated</li> </ul>

- February 1997**
- Contract awarded for Okeana trestle upgrade
  - Remedial Action Work Plan for Remedial Actions at OU1 approved by OEPA and USEPA
  - Modifications to Waste Pits Remedial Action Project (WPRAP) north access road begun
- March 1997** "Waste Profile Form Outline" submitted to DOE-OH
- April 1997** Construction of office annex trailers begun
- June 1997** ARASA Best and Final Offers received and proposals evaluated
- July 1997**
- ARASA Consent Package sent to DOE-FEMP for approval
  - Construction of office annex trailers completed
  - Project specific actions initiated with Envirocare
  - Construction of rail maintenance building initiated
  - Bid for procurement of 135 railcars issued
- August 1997**
- Construction of rail maintenance building foundation completed
  - Contractor selected for Paddys Run bridge upgrade
  - Procurement of rail maintenance facility completed
  - Draft waste profile documentation for disposal of pit wastes at Envirocare completed
  - Waste Management Plan development begun
- September 1997**
- Construction of Paddys Run bridge upgrade begun
  - Contract for erection of locomotive maintenance building awarded
  - Initial review of draft waste profile documentation for disposal of pit wastes at Envirocare performed
  - Camp Run and Wynn Road trestle upgrade contract awarded
- October 1997**
- ARASA subcontract awarded
  - Okeana trestle upgrade completed
  - Construction of Camp Run and Wynn Road trestle upgrades completed
  - Contract for procurement of radiological equipment awarded
- November 1997**
- Paddys Run trestle construction activities completed
  - Locomotive maintenance building erection subcontractor mobilized and construction begun

**Next Steps:**

- Complete onsite rail infrastructure construction (12/97)
- Award contract for rail and access road lighting (12/97)
- Complete construction of Shannon Yard upgrade (1/98)
- Award contract for railcar procurement (2/98)

# Operable Unit 1

## *Waste Pits Remedial Action Project*

March 1997

### **Operable Unit 1**

Operable Unit 1 is one of five areas being remediated at DOE's Fernald Environmental Management Project (FEMP). Each operable unit was defined based on its location or the potential for similar technologies to be used in the ultimate cleanup.

Based on investigations and studies performed to determine the nature and extent of contamination in Operable Unit 1, alternatives for Operable Unit 1 remediation were developed and analyzed to determine the most appropriate remedy. On March 1, 1995, the U.S. Environmental Protection Agency (U.S. EPA) signed the *Record of Decision for Remedial Actions at Operable Unit 1*.

### **Key Components of the Selected Remedy**

- Excavation of the waste from the pits and residual contaminated soils from beneath the pits;
- Preparation and processing of materials from the waste pits ( sorting, crushing, shredding, etc.);
- Thermal drying (as necessary to meet the waste acceptance criteria of the On-Site Disposal Facility);
- 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;
- Off-site rail shipment, the planned transportation mode, to a permitted commercial disposal facility;
- Disposal at a permitted commercial facility. (Because this facility has not yet been selected, the remedial design/remedial action process will reflect Envirocare, in Clive, Utah, as the representative permitted commercial disposal facility.);

-- As a contingency, shipment of any waste that fails to meet the waste acceptance criteria of the permitted commercial disposal facility for disposal at the Nevada Test Site; and

-- Decontamination and dismantlement of the treatment facility, upon completion of the waste pit remediation activities, with dispositioning of the resultant materials in accordance with the Operable Unit 3 record of decision.

### **Operable Unit 1**

Located in the northwest quadrant of the FEMP (west of the former Production Area), Operable Unit 1 covers 37 acres and 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.



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 feet to 30 feet. More than 700,000 cubic yards of contaminated materials are estimated to be associated with the cleanup of the waste pits (6385-125).

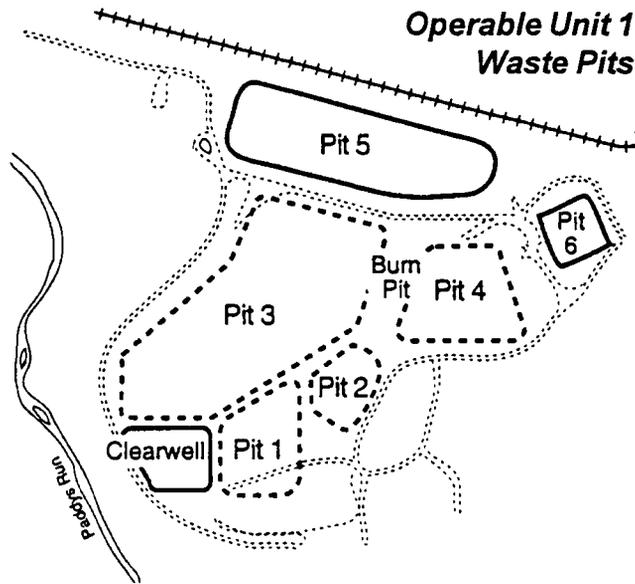
## Operable Unit 1 Remedial Design

Upon selection of the remedy, the remedial design phase of the project was initiated. During the remedial design, technical requirements and direction were developed and assessed to ensure that the remedial action is implemented in a manner that meets the requirements of the record of decision. The results of this process were documented in various planning and design documents which were developed and submitted to the U.S. EPA and the Ohio EPA for review and approval.

These deliverables included the remedial design work plan, which identified the design deliverables and the schedule for their submittal to U.S. EPA and Ohio EPA. The remedial design work plan was approved by the U.S. EPA on June 21, 1995. The next design deliverable was the preliminary design, which was approved by U.S. EPA on March 13, 1996. The final scheduled design deliverable was the pre-final design, which was approved by U.S. EPA on June 30, 1996.

Submitted with the pre-final design package was an addendum to the Operable Unit 1 remedial design work plan. The purpose of the remedial design work plan addendum is to present the design plan changes resulting from DOE's decision to pursue the Alternative Remedial Action Subcontracting Approach (ARASA) for the remediation of the Operable Unit 1 waste pits.

In general terms, the *Addendum to the Remedial Design Work Plan* indicates the pre-final design would be furthered in one of three ways. First, portions of the approved design would be folded into the statement of work for the ARASA subcontractor. Second, activities proposed in the *Site Improvement Plan* are currently being performed. Third, transportation and disposal continue to be formulated and implemented.

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

**Alternative Remedial Action  
Subcontracting Approach (ARASA)**

In an effort to reduce cleanup costs associated with the remediation of Operable Unit 1, as well as for other reasons, DOE has approved the implementation of ARASA. Under this approach, the subcontractor ultimately will be responsible for excavating the waste pits and surrounding contaminated soils; processing the waste materials, as necessary, to meet the waste acceptance criteria of the disposal facility; and loading the processed waste into railcars (including the installation of a liner and lid) for shipment to a permitted commercial disposal facility.

Fluor Daniel Fernald and DOE-FEMP will be responsible for oversight of the ARASA subcontractor's activities, including acceptance of the subcontractor's "certified-for-shipment" railcars. In addition, Fluor Daniel Fernald will be responsible for transportation (both on- and off-site) and disposal activities.

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

The Request for Proposals for ARASA was issued Jan. 31, 1997, to potential offerors. A pre-proposal conference was held Feb. 19 and Feb. 20, 1997, for the potential offerors, during which representatives from Fluor Daniel Fernald reviewed the solicitation with the offerors and answered questions the offerors had with respect to the project.

Topics covered in the pre-proposal conference included stakeholder involvement, safety, labor relations discussions, training, environmental compliance, and various other requirements of the project. Proposals were received from the prospective offerors in early April. The ARASA subcontract is anticipated to be awarded in September 1997.

**Operable Unit 1 On- and Off-Site  
Improvement Activities**

Site improvement/preparation activities needed to support remediation facilities (including ARASA) and activities, were initiated April 1, 1996. Initiation of these activities demonstrated the beginning of substantial continuous, on-site remedial action (in accordance with CERCLA) within 15 months of signing the Operable Unit 1 record of decision (by June 1, 1996).

The on-site improvements include various activities which directly support the installation and operation of the remediation facility such as: construction of a rail loadout area (with a rail scale); drainage pipe modifications; construction of a retaining wall; installation of erosion control; site clearing and grading for construction of the waste processing facility; and activities required to construct the stormwater management system that will support Operable Unit 1 remediation. These activities are planned for completion in September 1997.

## Operable Unit 1

## Waste Pits Remedial Action Project

On-site improvements also include construction of an on-site rail system to support the off-site shipment of wastes to the permitted commercial disposal facility. These improvements generally include modifications to existing rail lines in and around the ARASA subcontractor's work area; construction of a railyard to the north of the former production area for the storage of incoming empty and outgoing full railcars; and other improvements in support of this rail system such as lighting and fencing; and the upgrade of the on-site trestle over Paddys Run. A contract for rail work was awarded Oct. 8, 1996, to Annex Railroad Builders, and work is planned for completion in September 1997.

Infrastructure development activities have also progressed off site in support of the eventual shipment of waste materials to the permitted commercial disposal facility. Specifically, design activities were completed in June 1996 for bridge 270, the Okeana trestle, identified by CSXT as needing upgrades to safely support the proposed additional train traffic, which would be new to this branch line, because of the shipment of the Operable Unit 1 wastes. A contract for construction of the upgrades was awarded Feb. 14, 1997. Construction is expected to be completed by late 1997.

**Operable Unit 1 Remedial Action Work Plan** Approved by the U.S. EPA and Ohio EPA on Feb. 6, 1997, the *Remedial Action Work Plan for Remedial Actions at Operable Unit 1*, provides the framework for implementing remedial activities authorized under the Operable Unit 1 record of decision, the remedial design work plan and its addendum. Presented in the remedial action work plan is the overall Operable Unit 1 remedial action strategy, including a discussion of the integration of the ARASA subcontractor and DOE activities, as well as the schedule required to implement these activities.

The remedial action work plan summarizes the purpose and scope of the project, describes primary requirements and considerations for implementation of remedial action, sets forth an overall implementation strategy for the Operable Unit 1 remedial action, and provides a framework document from which the remedial action deliverables will be prepared.

The remedial action work plan proposed establishment of the following enforceable milestones for the Operable Unit 1 remedial action, which were subsequently approved by U.S. EPA and Ohio EPA with their approval of the document:

- initiation of substantial continuous on-site remedial action by June 3, 1996, i.e., within 15 months of signing of the Operable Unit 1 record of decision (This milestone has already been met, with work initiating on April 1, 1996.);
- submittal of the Operable Unit 1 transportation and disposal plan by April 30, 1998;
- initiation of operations (loading of waste which meets the waste acceptance criteria of the permitted commercial disposal facility into railcars) by March 1, 1999; and
- completion of operations (including above-grade decontamination and dismantlement of the waste pit remediation facilities) by May 31, 2005.

In addition, the remedial action work plan stipulates the ARASA subcontractor's "submittal register" will be provided to U.S. EPA and Ohio EPA within 60 days of the award of the ARASA subcontract and identifies dates for the ARASA subcontractor's remedial design and remedial action deliverables, which will form the basis for the establishment of additional enforceable milestones.

### For More Information

**For specific questions regarding Operable Unit 1, contact Dave Lojek, DOE FEMP Operable Unit 1 branch chief, 513-648-3127; or send an e-mail message to [Dave\\_Lojek@fernald.gov](mailto:Dave_Lojek@fernald.gov).**

**For more information about the PEIC and its resources, call Rene Eichhold, 513-738-0164, or send an e-mail message to [Rene\\_Eichhold@fernald.gov](mailto:Rene_Eichhold@fernald.gov).**



# PUBLIC PARTICIPATION UPDATE

## Draft Focus on 2006 Plan

U.S. Department of Energy, Assistant Secretary for Environmental Management  
Office of Intergovernmental and Public Accountability (EM-22) November 1997

### **What is happening with the Environmental Management 2006 Plan?**

The 90-day public comment period for the U.S. Department of Energy (DOE), Office of Environmental Management (EM) *Focus on 2006: Accelerating Cleanup Discussion Draft* ended in early September 1997. EM has recently issued guidance to DOE Operations and Field Offices for the development of the Draft 2006 Plan. This Draft 2006 Plan will be prepared and submitted to Congress in February 1998. As with the Discussion Draft, the Draft 2006 Plan will consist of both a National version and individual versions from each EM Site. Collectively, these Draft Plans will build upon the 2006 Plan Discussion Draft with supporting budgetary and programmatic data.

### **What is being done with the public comments on the EM 2006 Plan Discussion Draft?**

All public comments are being considered in developing the Draft National and Site 2006 Plans. EM is compiling and categorizing, by subject, responses received from a broad range of officials and groups, including Tribal Nations, states, regulators, local government officials, and other interested organizations and citizens. Major issues of concern with the Discussion Draft included budget and cost estimates, key 2006 Plan assumptions, public participation, enhanced project performance, and assigning priorities to site activities. A Preliminary Comment Response Document, summarizing how these public responses will be addressed in the Draft National 2006 Plan, will be issued later this fall.

### **What does EM hope to accomplish with the issuance of the Draft 2006 Plan?**

The goal of the Draft 2006 Plan is to lay out for further public consideration a clearly-defined, measurable plan for accelerating the cleanup of Environmental Management sites—and to accomplish this in a manner that is both technically sound and economically feasible. In support of this goal, EM is actively pursuing a range of business strategies which will help DOE achieve further reductions in life-cycle cleanup costs. While the Draft 2006 Plan is neither a decision-making nor a budget document, it will reflect the latest programmatic and funding decisions made through other means. These include Departmental budget and National Environmental Policy Act (NEPA) decisions, e.g., the Records of Decision (RODs) for the Waste Management Programmatic Environmental Impact Statement (WM PEIS).

### **What are the next steps in the development of the Draft 2006 Plan—and how can I be involved?**

The Office of Environmental Management encourages members of the public to participate actively in the development of site Draft 2006 Plans. EM is committed to ensuring that the viewpoints of concerned groups and citizens are fully and accurately represented. In support of this, DOE Operations, Field and Area Offices will communicate opportunities for public involvement in the 2006 planning process. For additional information, the public is encouraged to contact either their local Departmental Office or the EM Headquarters' Office of Intergovernmental and Public Accountability.



Please visit us at our Web Site:  
<http://www.em.doe.gov/stake>

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**An overview of the Draft 2006 Plan development process is as follows:**

- Sites are now developing their updated Project Baseline Summaries (which define the cost, scope and schedule for a given Environmental Management project), along with the accompanying data summaries, waste disposition maps, and narratives. These will be revised as necessary based on discussions between Headquarters, Operations and Field Offices, and all interested or affected parties. Opportunities to make further changes in site submittals will continue until December 18, 1997, when the Office of Environmental Management will begin finalizing the Draft National and Site 2006 Plans.
- After December 18, emphasis for stakeholder and Tribal Nation involvement will be on the formulation of each site's FY 2000 Integrated Priority Listing (IPL)—i.e., a list, by priority, of all work activities at each site. IPLs are due to Headquarters in March 1998.
- EM will provide the Draft 2006 Plan (with public comments incorporated from the Discussion Draft) to Congress in February 1998, around the time that the President releases the FY 1999 Budget request to Congress.

In February 1998, the Draft 2006 Plan will also be made available to the public for a 45-day comment period. These draft plans will then be revised to reflect any additional comments received. The Initial 2006 Plan is presently scheduled to be released to Congress and the public in late June 1998.

**Will there be other opportunities for public involvement?**

In addition to the public involvement opportunities specifically identified in the process of developing the 2006 Plan, interested individuals and groups are encouraged to participate in the various NEPA activities, budget planning sessions, and advisory board meetings to be held at each site over the next several months. All of these offer opportunities for concerned citizens to exchange information and provide input into the various decisions that will help determine a site's cleanup priorities, funding requests, and project schedules.

**Who may I contact if I have any questions or suggestions?**

Please direct any questions or comments to Martha Crosland, Acting Director, Office of Intergovernmental and Public Accountability, at 202/586-5944; to Fred Butterfield, at 202/586-8809; or to your local DOE Office.



# BI-MONTHLY MEETING DRAFT AGENDA

January 17, 1998

Alpha Building, 10967 Hamilton-Cleves Highway, Harrison, OH

**8:30- 8:45 a.m.**

Call to Order and Opening Remarks

**8:45- 9:00**

Recommendations on Copper Recycling

**9:00- 10:30**

Silos Issues:      • Waste Retrieval  
                             • Off-Site Disposal  
                             • Critical Analysis Team

**10:30- 10:45**

Break

**10:45- 11:00**

Committee Reports

**11:00- 11:45**

1998 CAB Issue Planning

**11:45- 12:00**

Public Comment

**12:00 p.m.**

Adjourn

(an optional movie, "The Fernald Process (1955)," will be shown from 12:00- 12:30 p.m.)



# COMMUNITY ADVISORY BOARD

FOR NEVADA TEST SITE PROGRAMS  
ENVIRONMENTAL RESTORATION AND WASTE MANAGEMENT

12 November 1997

Mr. Gerald W. Johnson, Manager  
U. S. Department of Energy  
Nevada Operations Office  
P. O. Box 98518  
Las Vegas, NV 89193-8518

Dear Mr. Johnson:

We appreciate having the opportunity to learn more about the Nevada Test Site Intermodal Transportation and routing Feasibility Study as presented by Frank Di Sanza to our Transportation Committee meeting on October 14, 1997. We further recognize the efforts of Kevin Rohrer to coordinate the meeting room and facilitate the entry of all our guests into the new support facility. The telephone conference capability for this meeting was invaluable to enable the citizens from Caliente, Nevada and from the DOE Fernald Ohio staff to participate in this important meeting.

It is essential to note that Clark County, the City of Las Vegas, and the state of Nevada have all encouraged the DOE to establish and commit to use transportation alternatives which keep the low-level radioactive wastes from being transported through the Las Vegas Valley. The feasibility study confirms that the opportunity for impacts would be greater if the shipments were transported through the Las Vegas Valley for example, higher population density, traffic congestion.

The City of Caliente and Lincoln County have expressed support for establishing a rail-to-truck intermodal facility in Caliente. Since the Caliente intermodal transfer alternative seems to have public support, the Transportation Committee encourages the DOE to give consideration to the Caliente option.

After months of careful deliberation, full public input, and discussion of this information, the NTS Community Advisory Board recommends the following:

1. The use of every legally available alternative route that would avoid taking the Low-Level Radioactive Waste (LLRW) through the Las Vegas Valley. The Caliente alternative as studied and detailed to the Transportation Committee on October 14, 1997, and to the Board on November 5, 1997, by Frank Di Sanza, in light of the apparent community acceptance, would seem to be a feasible alternative to be evaluated. Doing this, as soon as possible, will encourage risk minimization and result in significant cost savings.

2. Develop an Environmental Assessment (EA) using, as much as possible, currently available information and data such as population density, accident numbers, etc. As discussed at the October 14, 1997, Transportation Committee meeting, the EA should include the Caliente and Yermo, California alternatives. Because of the complexity of nuclear waste transportation, the development of an EA can be useful in institutionalizing transportation and intermodal transfer decisions. The EA should be written to serve the DOE complex-wide, and built so that all LLRW from all the DOE sites in the United States, can be handled under the same type of plans as made by this EA. Continuing with the "no action" alternative, which we understand to mean the current routes that DOE uses through Southern Nevada, could prove useful to compare the risks.
3. Public health and safety to all citizens should be, of course, the premier consideration in the alternatives considered in an EA.

We appreciate your willingness to work with our Board and your timely responses to our recommendations. We feel this is really a win-win situation, given the political situation where city and county government officials and Nevada leaders favor keeping this waste out of the Las Vegas Valley and using the Caliente intermodal site. Cost savings, community acceptance and public safety are all well served by this recommendation.

Sincerely,

*Don*  
*Earle C. Dyer (Technical Advisor)*

Dale Schutte, Chairman  
NTS Community Advisory Board

cc: Alvin Alm, Assistant Secretary of Energy  
Harry Reid, U.S. Senator  
Richard Bryan, U. S. Senator  
James Gibbons, U. S. Representative  
John Ensign, U. S. Representative  
Robert Miller, Governor of Nevada  
Nevada Congressional Delegation  
Nevada State Delegation  
Carl Gertz, DOE/NV  
NTS CAB Members  
All DOE SSABs  
Transportation Protocol Working Group  
Nuclear Energy Institute  
Yucca Mountain Project  
Nuclear Waste Project Office

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**Response to Query -- Update  
December 18, 1997  
17:30 EST**

***Incident Summary***

- o At approximately 17:00 EST on Monday, December 15, 1997 a truck transporting depleted and slightly enriched uranium residues from the Fernald Environmental Management Project was en route to Mercury, Nevada. The truck left Fernald on Friday, December 12, 1997 at 9:00 EST.
- o The truck was transporting seven white metal boxes which contain depleted and slightly enriched uranium residues. There are three different types of material on the truck:
  - Sand used to filter wastewater prior to discharge to the Great Miami River. Because of the minimal radioactive contamination of this material, it is not regulated by the Department of Transportation.
  - Filter cake from wastewater treatment operations. This material is approximately 50 - 60 percent absorbed moisture in Dicalite.
  - Construction rubble from Plant 9, Special Products Plant, which may include furnace brick, mortar and concrete.
- o The driver last visually inspected the truck at Milan, New Mexico (approximately 370 miles from Kingman, Arizona) and did not notice any leakage.
- o As he was preparing for a routine stop in Kingman, the driver noticed fluid leaking from the trailer. He described the leak as "very slow." Preliminary visual inspection by the local fire department indicates that one to two gallons of fluid leaked from the trailer. The fluid is described as a clear liquid.
- o The driver notified the Fernald Emergency Duty Officer at 16:53 EST and the decision was made to move the truck off the road and park it adjacent to the Petro Truck Stop at Exit 66 in Kingman.
- o The Fernald Emergency Operations Center was activated at 17:18 EST to support the driver at the scene and notifications were made to DOE in Ohio and Washington, local and federal EPAs, local emergency responders, and key stakeholders.
- o The Kingman Sheriff's department was called to the scene at 18:10 EST and isolated the truck in a 100-foot exclusion zone. The exclusion zone was established to ensure the safety of individuals in the area.
- o DOE-Fernald requested a Radiological Assistance Program (RAP) team, a DOE resource equipped with the most up-to-date radiological monitoring equipment, from DOE-Albuquerque at 17:58 EST. Albuquerque is the closest radiological jurisdiction to the incident site. The RAP team monitored the truck to determine if the fluid was radioactive.

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- o DOE-Albuquerque's RAP team departed for Kingman via plane and arrived in Kingman at 22:10 EST. The Arizona Highway Patrol transported RAP team to incident scene.
- o A team comprising representatives from DOE-Fernald and Fluor Daniel Fernald arrived in Nevada at 00:30 EST on December 16, 1997 and went directly to the incident site to investigate. They remained there throughout the night.
- o Initial notifications of these events were made to:
  - DOE-OH (Manager and Public Affairs)
  - DOE-HQ (Assistant Secretary, Deputy Assistant Secretary, Public Affairs, and Emergency Operations Center)
  - DOE-NV (Bob Becker and Public Affairs)
  - US EPA and Ohio EPA
  - Lisa Crawford, President, Fernald Residents for Environmental Safety & Health (FRESH)
  - John Applegate, Chair, Fernald Citizens' Advisory Board
  - Fluor Daniel and Fluor Daniel Fernald management

#### ***Initial Site Survey/Assessment***

- o After monitoring the personnel involved in the incident and the exterior of the truck and finding no contamination, the RAP team accessed the interior of the truck at approximately 00:11 EST on December 16, 1997.
- o Initial surveys of the truck's interior showed no evidence of contamination or radiological hazard. There appeared to be a breach in one of the white metal boxes from which fluid was leaking.
- o A team from Fernald convened at the site at 10:00 MST to do a formal turnover to the DOE-Fernald representative. The turnover took place at 10:00 MST on December 16, 1997 and the RAP team returned to Albuquerque.

#### ***Cleanup/Repair Plan***

- o DOE-Fernald team determined the leak was the result of a 2"x1/8" crack in the base of the white metal box nearest to the rear door of the trailer. The crack is located at the base of the box under the middle I-beam runner which elevates the base of the box off the floor.
- o In order to effect the repair with minimal disruption to the balance of the shipment, the Fernald team repaired the box in place on the trailer. This included raising the box with two 2"x4"s and sealing the crack with an epoxy patch. The box will remain in place overnight to ensure the patch is secure. Following coordination with NTS, the plan is to transport the shipment to the NTS (approximately 150 miles).
- o Residual fluid in the trailer will be cleaned up and residual material will be overpacked and transported to NTS with the subject shipment.
- o All shipments from Fernald of materials packed in white metal boxes will cease until the incident investigation is complete and any necessary corrective actions have been implemented.
- o Notification of the cleanup/repair plan was made to the group listed above.

000016

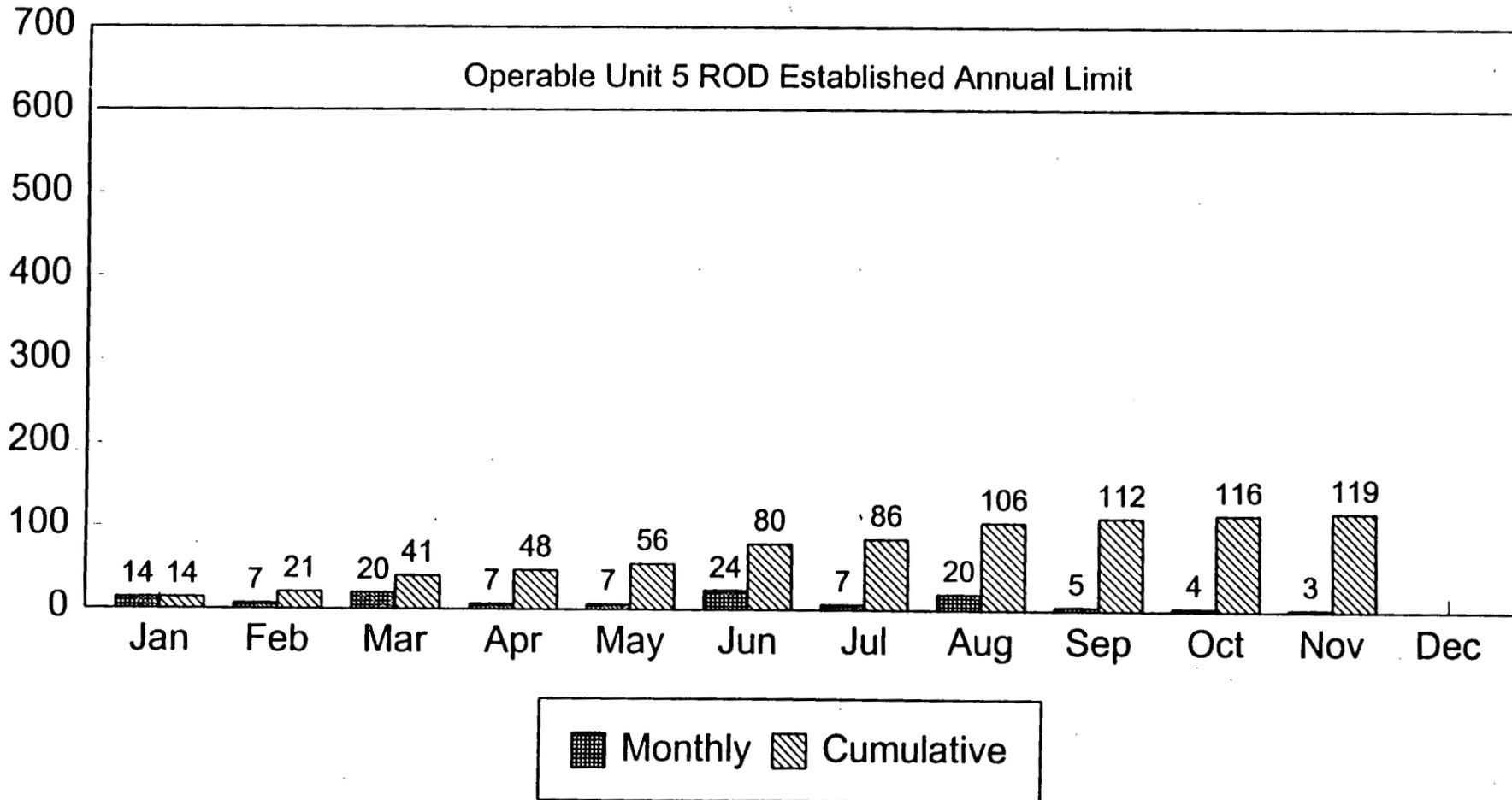
**Cleanup/Removal Plan -- 12/17 Update**

- At approximately 9:01 EST on December 17, 1997 it was determined by a DOE-Fernald official that a second white metal box on the truck in Kingman, Arizona was leaking fluid.
- DOE and Fluor Daniel Fernald are working with OH Materials, an independent emergency response company, OH Materials representatives are expected to arrive in Kingman at 20:00 EST to assess the site and determine the appropriate response actions. Response actions are expected to begin early on Dec. 18, 1997.
- Response actions are expected to include unloading of the white metal boxes, securing the containers, and then reloading the boxes onto a pan trailer.
- The reloaded truck will then transport all seven containers back to the Fernald site for detailed analysis and further investigation.
- No additional shipments will be sent to the Nevada Test Site for at least two weeks. The Nevada Test Site will be closed for two weeks starting Thursday, December 18 due to the holidays.
- Notifications of the current path forward have been made to the group listed above.

**Cleanup Removal Plan -- 12/18 Update**

- OH Materials arrived in Kingman, Arizona at approximately 04:30 EST. on Dec. 18. At approximately 08:00 EST representatives from DOE-Fernald and OH Materials met to discuss a plan of action to address the situation.
- OH Materials then began an initial entry into the truck to assess the entire situation. A 50ft. X 150ft. perimeter was set-up around the truck with yellow "caution" tape. Two representatives from OH Materials entered the truck.
- After initial entry, OH Materials reported back to Fernald that monitoring confirmed no radiological contamination at the scene. A total of three "hairline cracks" were found on two of the seven boxes. The first had already been discovered and patched and the other two will be secured before unloaded and sent back to Fernald.
- The current plan of action is for OH Materials to unload the seven white metal boxes using a forklift, re-load them onto a pan trailer, and transport the containers back to the Fernald site. The pan trailer is equipped with a leak containment system and will be used in lieu of overpacking the white metal boxes. A complete investigation and analysis will be conducted when the containers arrive back at the site.
- Representatives from Nevada informed DOE-Fernald today that a fifth box from Fernald was discovered to be leaking upon arrival at the Nevada Test Site. The five boxes have been patched and are segregated for later review.

# POUNDS OF URANIUM DISCHARGED TO GMR IN 1997



Sum of monthly discharges may not always agree with cumulative total because of rounding differences

ATTACHMENT A

December 18, 1997  
 Cincinnati Enquirer  
 Front Page  
 "More Fernald truck leaks found"  
 Reporter: Tim Bonfield

# More Fernald truck leaks found

BY TIM BONFIELD  
 The Cincinnati Enquirer

Several containers in five trucks leaked low-level radioactive waste during a Nevada-bound trip from Fernald this week, officials acknowledged Wednesday.

As more information emerges about the extent of the problem with Fernald's "white metal boxes," the incident has drawn sharp criticism from Nevada politicians who have long opposed shipments of radioactive waste to their state.

The Department of Energy (DOE) "has once again shown its inability to safely conduct and manage the transportation of radioactive waste," said U.S. Sen. Richard Bryan, D-Nev., who joined Nevada Gov. Bob Miller and other politicians calling for a halt to all low-level waste shipments to the Nevada Test Site.

"There are many questions to be answered by DOE at this point," Sen. Bryan said, "not the least of which is how DOE plans to ship 16,000 tons of deadly high-level nuclear waste across the country to Nevada when it cannot safely ship smaller amounts of low-level waste."

The shipping incident began this week with reports that one of seven trucks on a 2,400-mile journey from the Fernald site near Cincinnati to the Nevada Test Site had sprung a leak Monday. That leak was detected and reported by the truck driver in Kingman, Ariz., about

(Please see FERNALD,  
 Page A6)

## Fernald: Truck leaks draw doubts on safety

CONTINUED FROM PAGE A1

95 miles from the test site. The leak was the second incident involving the white metal boxes to be reported this year. Until this year, Fernald had shipped more than 125 million pounds of waste since 1985 without incident.

However, inspections Monday and Tuesday at the Nevada Test Site revealed leaking containers in four of the six other trucks in the convoy. The exact number of leaking containers was not clear. Each truck was carrying seven of the 4-by-7-by-4-foot white metal boxes.

DOE officials also said Wednesday they have discovered a second leaking container in the truck that was stopped in Kingman. Now, rather than sending it on to the Nevada Test Site, the containers in that truck will be "over-packed" and returned to

Fernald for further inspection, officials said.

"It appears to be a problem with the containers. We want to take a firsthand look at those white metal boxes," said DOE Fernald spokesman Gary Stegner.

While government officials maintain that the public health hazards from the incident are minimal, the full extent of the leak remains unclear.

The truck stopped in Kingman had traveled about 370 miles from its previous visual inspection in Milan, N.M., where no leaks were noticed, said Mr. Stegner.

Meanwhile, at least some of the trucks inspected at the Nevada Test Site were dripping waste outside their trailers before they arrived, said Robert Loux, executive director of the Nevada Agency for Nuclear Projects.

"This certainly reinforces the con-

cerns we have about the need to move these shipments out of the Las Vegas Valley," Mr. Loux said.

In a statement issued Tuesday after reports that more trucks were leaking — Mr. Miller said: "While there were no negative health impacts on the public in Nevada, ... we can no longer trust the purported safety record of the DOE with the health of the citizens of this state who live along these transportation routes."

Nevada officials also criticized how DOE handled notification about the incident. Some state officials with direct concern about the incident were not notified until a day after the leaks were reported, Mr. Loux said.

The waste in the boxes was a combination of construction debris from Fernald's Plant 9 and "filter cake" from the site's wastewater

treatment facility.

Mr. Stegner said the manufacturer of the white metal boxes has not been confirmed. Several contractors make the boxes for Fernald. The containers also were not supposed to have more than 5 percent moisture content, he said.

Further shipments from Fernald have been stopped pending investigation, Mr. Stegner said.

Fernald had hoped to ship 500 more white metal boxes in 1998 to complete the removal of low-level "legacy waste" from the plant's production years. Officials also had planned to ship a final batch of higher-level, thorium-laced waste in 1998.

The Fernald plant in Crosby Township processed uranium for nuclear weapons production from 1951 until July 1989.

1172

# Truck carrying Fernald waste springs leak in Arizona

The Associated Press  
KINGMAN, Ariz.

LOCAL

A tractor-trailer truck carrying radioactive waste from the former Fernald uranium-processing plant leaked 1 to 2 gallons of the liquid Monday on Interstate 40 in Arizona.

Federal and state environmental officials determined that the leak did not pose a health threat.

The truck — which remained parked Tuesday in a roped-off area at a truck stop 20 miles east of Kingman, Ariz. — was carrying seven white metal boxes,

each capable of holding six to eight 55-gallon drums.

Inside the boxes was a mixture of depleted and slightly enriched uranium residue and construction debris from Fernald. The truck is owned by Fernald Environmental Management Project of Cincinnati.

Officials from the U.S. Department of Energy said the truck left Fernald at about 9 p.m. Friday to transport the waste to the Nevada Test Site near Mercury, Nev.

The driver last inspected the load near Milan, N.M. — about

370 miles east of Kingman — but did not notice any leakage.

While preparing for a routine stop in Kingman, the driver noticed fluid slowly leaking from the trailer. Firefighters inspecting the leak determined that 1 to 2 gallons of liquid had leaked.

"It was extremely low-level radioactive cargo," said Joe Dorner, Kingman's assistant fire chief, who credited the truck driver for being alert and notifying authorities about the leak.

DOE officials said the driver, after pulling the truck off the road, alerted the Fernald Emergency Operations Center, which then notified the U.S. Environmental Protection Agency in Washington; the Ohio, Arizona and New Mexico environmental protection agencies; and local emergency response agencies.

Dorner said his office was alerted Monday afternoon by the Mohave County, Ariz., Sheriff's Office. Later Monday, inspectors from the DOE and the Arizona Radiation Regula-

tory Agency could not detect any abnormal radiation levels.

Dorner said the trucking company was sending in teams Tuesday to inspect the cargo contained in protective boxes to determine whether the load could be driven away safely.

DOE spokesman Gary Stegner said the leak appears to have been caused by metal bands wrapped around the boxes to ensure a better seal. The bands appeared to have been fastened too tightly, which caused the box's welds to break loose, he said.

December, 1997  
 Cincinnati Enquirer  
 Metro, Page B1  
 "Fernald truck leaks in Ariz."  
 Reporter: Tim Bonfield

# Fernald truck leaks in Ariz.

BY TIM BONFIELD  
 The Cincinnati Enquirer

A semitrailer truck hauling low-level radioactive waste from the Fernald plant sprung a leak Monday in Kingman, Ariz., on its way to the Nevada Test Site.

It was the second accident this year involving the custom-built shipping containers called "white metal boxes."

The leak occurred along Interstate 40. The driver saw fluid dripping from his rig about 5 p.m. Monday during a stop in Kingman, about 95 miles from the Nevada Test Site in Mercury.

Federal and state officials said tests indicate Monday's leak posed no significant public health hazard. Even so, Fernald officials said Tuesday that they have temporarily ceased shipping white metal boxes pending further investigation.

"We probably won't ship anything until after the first of the year, and then we may need to use another type of container," said Gary Stegner, spokesman for the Department of Energy at Fernald.

The truck was carrying seven of the 4-by-8-by-4-foot boxes. The boxes contained construction rubble from the recently demolished Plant 9 as well as "filter cake" from Fernald's wastewater treatment plant.

The center weld of a container burst, allowing liquid to leak from the bottom, Mr. Stegner said. It was not known Tuesday whether the weld was bad or the waste contained more than the 5 percent moisture content allowed by regulations.

After being roped off in a containment zone Monday and Tuesday, the container has been repackaged and the truck was expected to complete its run to Nevada today, Mr. Stegner said.

The Fernald plant in Crosby Township processed uranium for nuclear weapons production from 1951 until July 1989. The white metal boxes are made by several subcontractors, Mr. Stegner said. Until recently, the boxes worked fine.

The first accident involving a white metal box occurred May 22 at a Fernald loading dock, when a chemical reaction burst the seams of a container. That was the first problem to be reported after shipping more than 125 million pounds of low-level radioactive waste since 1985.

The incident prompted the mayor of Las Vegas and two Nevada congressmen to call for rerouting Fernald shipments farther from the gambling mecca. However, the route has not been changed.

*The Associated Press contributed to this report.*



The Cincinnati Enquirer

000021

## Fluor might sell unit

Dow Jones News Service

Fluor Corp. said Monday that it might sell American Equipment Co., its construction-crane supply unit, as part of a plan to shed non-core assets and raise cash for stock repurchases.

It also said it hired an executive-search firm to find a successor for Leslie McCraw, chairman and chief executive who is taking early retirement Jan. 1.

### **IN THE INDUSTRY**

The **Fluor Corporation** reported net earnings of \$88 million for the fourth quarter of the year, ended Oct. 31, compared to a net gain of \$78.9 million for the same period last year. The reported total net earnings for the fiscal year are \$146.2 million, compared to a \$268.1 million in FY96. Fluor's FY97 results were affected by \$140 million of losses on projects and project-related investments and \$25 million in provisions to implement cost-reduction initiatives.

December 13, 1997

Journal News

Front Page

**"Sale of contaminated copper debated"**

Reporter: Nicholas G. Jonson

# Sale of contaminated copper debated

## Fernald leftovers at issue

By Nicholas G. Jonson

Journal-News

CROSBY TOWNSHIP

A plan to sell scrap copper ingots contaminated with small amounts of uranium has some Fernald-area residents on edge.

The plan is being debated by stakeholders and officials with the U.S. Department of Energy and Fluor Daniel Fernald, the DOE's principal cleanup contractor. It involves selling about 59 metric tons of copper on the open market for use in electronic and mechanical devices.

The copper is leftover material from smelting activities at Fernald in the mid-1980s.

Pete Yerace, DOE program manager for reuse and recycling, said the copper is divided into about 270 ingots, each about 30 inches long and 7 to 8 inches in diameter. Each ingot weighs about 480 pounds.

Mixed with the copper of each ingot is an average of about 0.8 parts per million of uranium, Yerace said. If all the uranium were extracted from all 270 ingots, it would total about three-fourths of a pound, he said.

Yerace noted that the copper, if sold on the market, would probably be used in building wire, plumbing tubes and plumbing hardware. The chance that it would be used in consumer products — jewelry, a frying pan, a musical instrument, sterling flatware or an intrauterine device — is less than 1 percent, he said.

A slag worker handling the scrap copper would receive the highest individual radiation dosage per year, slightly less than 0.02 millirem, Yerace said.

Such dosage would be less than the maximum acceptable amount of 0.1 millirem being considered by the U.S. Environmental Protection Agency and the Nuclear Regulatory Commission, he said. The cancer risk for such an individual would be about 1 in 100 million, he said.

Similarly, a consumer using a product containing copper contaminated with uranium would be exposed to less than the maximum acceptable radiation dosage now being considered, Yerace said.

(Please see COPPER, Page A2)

## Copper

(Continued from Page A1)

"This kind of dose is very, very small," he said.

Lisa Crawford, president of Fernald Residents for Environmental Safety and Health, asked about the danger posed to consumers if other uranium processing plants initiated similar recycling programs.

"That may be fine for you to do (the recycling program), but what if this plant and

that plant also want to do it," she said.

In addition to Fernald stakeholders, the DOE is discussing the proposed sale of contaminated copper with the Nuclear Regulatory Commission, Ohio Department of Health, U.S. EPA and Ohio Environmental Protection Agency, Yerace said.

"We can either recycle this or spend the money to bury it," Yerace said.

December 12, 1997

The Energy Daily

Page 4

"Fluor's McCraw To Step Down Early"

Reporter: The Associated Press

1172

4

Friday, December 12, 1997 THE ENERGY DAILY

## **Fluor's McCraw To Step Down Early**

Fluor Corporation said Wednesday that Leslie McCraw, the company's chairman and CEO, has decided to retire effective Jan. 1.

McCraw recently had bladder surgery and his recovery is now expected to take substantially more time and be more restrictive than previously thought. In addition to leaving his executive posts, McCraw said that he will not stand for reelection to the board of directors when his current term expires.

Bobby Inman, chairman of the Fluor board's organization and compensation committee, said that a permanent replacement for McCraw will await the recommendations of an executive search firm that is evaluating both internal and external candidates. In the interim, Peter Fluor, a member of the board since 1984 and president and CEO of Texas Crude Energy Inc., will serve as non-executive chairman.

To manage the company's operations until a permanent CEO is named the board has created an Office of the Chairman that includes Fluor; Donald Blankenship, chairman and CEO of Fluor's A.T. Massey unit and a Fluor board member; James Rollans, Fluor's chief administrative officer and also a board member; and James Stein, president and chief operating officer of Fluor Daniel and a board member.

000025

# Trustees have busy November

December 10, 1997  
The Harrison Press  
Page 2B  
"Trustees have busy November"  
By Gary Storer

12/16/97 14:08 PUBLIC AFFAIRS → DOUG SARKO

NO. 046 P002/002

1172

## Crosby Corner

Gary Storer

He got his nickname, "Old Hickory," after a soldier who served with him during the war of 1812 said he was "tough as hickory." He was the first southern-born president. He was the first president to be elected as a result of popular vote and the first "common man" to reach the nation's highest office. During his administration more and more people were "going west" to new frontiers.

In 1830, the first wagon train of settlers crossed the Rocky Mountains. The battle of the Alamo occurred in 1836. Two-hundred Texans defended the Alamo Mission which became a symbol of liberty and independence. The First Lady died a few months before the inauguration. Answer to follow this article.

The following is a brief summary of some of the activities of the Crosby Township Trustees in between the regular meeting dates during the month of November.

Nov. 1 - Trustee Storer attended the equipment and materials committee meeting of the Fernald Community Reuse Organization (CRO). This committee will address potential reuse of Fernald equipment and materials and other related issues. For more info about the CRO, please call 648-4168.

Nov. 3 - the trustees met to finalize plans to begin billing non-residents for emergency medical services. Ms. Sherri Hardewig, Medicount Management Inc., will handle the billing and collection of the Crosby Township account. Billing non-residents will begin Jan. 1, 1998.

Nov. 5 - Trustee Storer attended the seventh meeting of the Fernald Health Effects subcommittee. At the present time, approximately 3,000 workers and 9,500 residents have participated in the

Fernald medical monitoring program.

Nov. 15 - Trustee Strunk attended the Fernald Citizens Task Force meeting.

Nov. 18 - Trustee Storer attended the monthly Fernald Community Reuse Organization meeting (CRO). The CRO reviewed and approved the draft narrative of its planning grant to DOE. In addition, an application for support from Ohio's department of development was discussed. Reports from the CRO committees on land reuse, economic development and equipment was discussed. Accelerated cleanup efforts at this former nuclear production facility will be completed within nine years. Over this period it's projected that over 1,800 jobs will be eliminated. The impact on the greater Cincinnati regional economy is projected to include the loss of an additional 3,600 indirect jobs, and over \$12 billion in gross annual sales derived from site operations.

Nov. 19 - Trustee Storer attended the FEMP Cooperative and Training Committee meeting.

Nov. 20 - Trustee Harper attended the Crosby Township Historical Society meeting.

Nov. 25 - Trustee Harper attended the cleanup briefing which focused on the silos project.

The criminal investigation section of

the Hamilton County Sheriff's Department reports that eight cases were assigned for investigation in Crosby Township. Only three cases were closed and there was no stolen property recovered during this reporting period of September and October.

Fluor Daniel reports that the construction of the on-site disposal facility requires 25,000 tons of stone/rock to be placed over the clay liner and membrane that forms the base of the cell. As many as 80 truck loads a day will be delivered to the site. NSC Environmental Services, the thorium/plant 9 complex demolition contractor, will begin removing rail from the former production area. Trenching excavation along Willey Road for the piping from the advanced wastewater treatment facility (AWWT) expansion to the injection wells and the 10 southfield extraction wells will continue throughout the winter.

The Crosby Township Trustees will

meet on Dec. 8 and 22. See you there.

I want to express my sincere wishes for a quick recovery from surgery to former Crosby Township trustee Warren Strunk, Sr.

Crosby Corner is written by Gary Storer in an effort to improve communication between the trustees and the citizens of Crosby Township.

Important dates in December include: the first day of winter (Dec. 21) and Christmas (Dec. 25). May the Crosby Township trustees be the first to wish you all a Merry Christmas and a Happy New Year.

Traffic congestion getting to you lately? Traffic exceeds road capacity in 26 of 50 urban areas. Cincinnati ranks 24th. An index of 1.0 indicates the number of cars matches road capacity. Cincinnati ranks 1.05. Anything over 1.0 means trouble. The annual cost per driver includes fuel used and time lost, calculated at an average wage of \$11 an hour. Each driver in Cincinnati experiences 21 hours annual delay of \$310 annual cost.

Presidential answer: seventh president, South Carolina's Andrew Jackson (1829-1837), First Lady Rachel Donelson Jackson (1767-1828).

"You can accomplish much if you don't care who gets the credit." — Ronald Reagan

2B, THE HARRISON PRESS, DECEMBER 10, 1997

# Opinion

12/15/97 10:19 PUBLIC AFFAIRS → DOUG SARNO  
NO. 014 P002/002 1172

000027

# Solidifying radioactive wastes

By JOHN NOLAN  
ASSOCIATED PRESS

## Fernald residents group opposes disposal plan

CINCINNATI — A government proposal to remove radioactive wastes from concrete silos at the former Fernald uranium processing plant and to solidify them in cement for disposal may not be a good idea, neighbors said.

U.S. Department of Energy officials, trying to overcome problems that have stalled the cleanup for nearly a year, seem to favor the plan, but it could bring problems of its own, said Lisa Crawford, president of Fernald Residents for Environmental Safety and Health.

Officials estimate that it could cost \$25 million to solidify the wastes from one of three silos. The cost of disposing of the wastes in the other two silos won't be known until the government selects a cleanup method, officials said this week at a meeting.

Department officials said they would accept public comments until Dec. 16, then ask companies to bid on the project in March.

Because of chemical differences in the waste contents, the government is considering one cleanup plan for Silo 3 and will create a separate plan for Silos 1 and 2.

Crawford said she was concerned that the department does not have cost estimates for alternative disposal procedures that would involve mixing the Silo 3 waste with plasticlike, chemical polymers for disposal. That process might work better and cause less of an increase in waste volume, she said.

"They're going to have to show us," she said after the meeting. "We need numbers."

Crawford said she was told that the department had problems with cementing wastes at other contaminated sites, including Rocky Flats near Denver and the Hanford site near Richland, Wash. She said she also was concerned that cementing the wastes

could cause problems while shipping them to the department's Nevada test site for disposal.

At least \$50 million in taxpayer money has been spent on silo cleanup at Fernald. The Dec. 26 failure of a plan to test a vitrification process that would have turned the waste into glass chunks for off-site disposal forced an overhaul of cleanup plans.

An estimated 15,000 tons of waste from Cold War uranium processing operations are stored inside the silos, which are encased in earthen berms 18 miles northwest of Cincinnati.

The Silo 3 waste is a dry, powdery, metallic mix. Plans for the more radioactive, claylike waste in Silos 1 and 2 are to be discussed Dec. 9.

Energy Department officials hope the vitrification project can be revived for the Silo 1 and 2 waste. All the treated waste is to be shipped elsewhere for permanent disposal, either at the Ne-

vada test site or at an approved commercial waste-disposal site.

If the vitrification project is restarted, the department said it planned to hire a company other than Fluor Daniel Fernald, the main cleanup contractor at Fernald, because of the company's problems with managing the vitrification program last year.

The silo wastes are among the most hazardous remaining at Fernald, where uranium metal was processed for almost 40 years for the government's nuclear weapons production. The work stopped in 1989 to focus on waste cleanup.

The Energy Department last month hired International Technologies Corp. under an eight-year, \$122 million contract to remove and thermally treat radioactive waste from Fernald's ground pits.

Demolition and removal of old, radioactively contaminated buildings at the site has been underway for months.



November 28, 1997  
The Plain Dealer

Page 7-B  
"Solidifying radioactive wastes"  
By John Nolan, Associated Press

7-B

THE PLAIN DEALER • FRIDAY, NOVEMBER 28, 1997

# Solidifying radioactive wastes

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ASSOCIATED PRESS

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