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Formerly Utilized Sites Remedial Action Program (FUSRAP)

ADMINISTRATIVE RECORD

for Maywood, New Jersey



U.S. Department of Energy



Department of Energy

Oak Ridge Operations Office
P.O. Box 2001
Oak Ridge, Tennessee 37831-8723

April 20, 1995

Mr. Tom Richards
Chairman
Environmental Legislative Action Committee
347 Golf Avenue
Maywood, New Jersey 07607

Dear Mr. Richards:

MAYWOOD SITE -- STATUS OF SITE WORK AND UPCOMING PLANS

Thank you for giving representatives of the Department of Energy's (DOE) Formerly Utilized Sites Remedial Action Program the opportunity to meet with the newly formed Environmental Legislative Action Committee. We are pleased to know that Mayor Steuert has assembled the group and assigned its members to help maintain open dialogue between our project personnel and Borough leaders.

As discussed at the meeting of Monday, April 3, we plan to mobilize our construction team at the Maywood Interim Storage Site (MISS) on or about May 1 of this year to restart work on removing the storage pile there. As you may recall, we moved the first 5,000 cubic yards of the approximately 35,000 cubic yard pile to an out-of-state, licensed disposal facility last fall. Until very recently, our plans were to move another 12,000 cubic yards this summer and to have the remainder of the soil shipped for disposal by the end of fiscal year 1996. Unfortunately, as I understand was discussed at your recent meeting, we have had to alter our plans for this summer's effort in preparing for possible budget rescissions. At this point, we plan to ship 8,000 cubic yards this summer instead of 12,000. Under this planning scenario, it is very likely that complete pile removal activities will have to extend beyond the end of fiscal year 1996 into fiscal year 1997. However, if budget rescissions are not as impacting as we are planning for, we should be able to adjust our plans for the volume of soil to be shipped in the coming months.

Other work that is soon to start for the Maywood Site is cleanup of what we refer to as vicinity properties, which include residential, commercial and municipal property. We plan to begin cleanup of residential and public park property first. The bulk of the residential properties are in your neighboring borough of Lodi. We are aiming to begin work on residential properties there this October. We should be able to clean up two or three before the end of our construction season around mid November. We will then mobilize crews the following spring to continue the work.

I understand that your committee discussed with Bechtel representatives at the April 3 meeting the use of the MISS railroad loading spur as a staging area to load the Lodi soil into rail cars for shipment out of state. We know that this subject and plan is a very sensitive one, and we have been working with the

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Borough of Maywood to try to reach an agreement on how use of the MISS spur can be accomplished. In our latest proposal to Mayor Steuert, we asked that he consider an alternative that we believe can accommodate the interests of the Borough and the needs of DOE.

DOE can guarantee that no more than 1,000 cubic yards of soil excavated during the cleanup of vicinity properties will be at the MISS at any one time.

Furthermore, we can guarantee that all of the soil generated during the cleanup of Lodi properties will be off the MISS property and shipped out of state by the end of the construction season. In other words, if we reach the point where 1,000 cubic yards of excavated soil is at the MISS loading area and we can't get rail cars for reasons beyond our control, we will stop excavation at the Lodi vicinity properties and bring no more soil to the MISS until we get the rail cars and begin shipping the original 1,000 cubic yards. By mid-November or so, which is usually the end of our construction season due to weather, we will absolutely have all of that season's soil shipped for disposal. These measures ensure that no semi-permanent storage pile is created during or at the end of our work season. They also allow DOE to come as close as possible to meeting the Borough's desire that material from the vicinity property cleanups be loaded directly into railroad cars, as voiced in a January 24 letter from the Borough. These measures, I believe, are measures that can work for both of us.

One other topic that I understand was discussed at the April 3 meeting was the possibility of using a railroad spur in Lodi as the staging area for Lodi soils. I know you have heard our reasoning that the MISS spur is preferable based on the facts that it is already outfitted for the job, construction trailers and supporting equipment are in place, and that upgrading a Lodi spur would be costly and time consuming in the event that a suitable spur exists. However, as discussed at the meeting, we will look further into the possibility of using the spur located close to the vehicle inspection station, as recommended by your committee members. I should point out, however, that Bechtel project representatives looked at that site in the past and felt that the situation of existing commercial buildings and municipal roads would preclude using the spur as needed.

Again, we are glad to see the formation of your committee and look forward to working closely with the group. We want to do the best job possible while working with the Borough, and we know that the Borough wants the job done and done correctly.

If you have any questions about DOE's work at the Maywood Site, please call me at (615) 241-6344.

Sincerely,


John Michael Japp, Site Manager
Former Sites Restoration Division