Message

From: Waldeck, Garry (DEP) [garry.waldeck@state.ma.us]
Sent: 11/15/2022 1:58:33 PM
To: Nierenberg, Kara [Nierenberg.Kara@epa.gov]
Subject: RE: Hopedale follow-up

Thank you for this reply. Very nicely worded. I have forwarded it on to Marielle Stone of the Central Region.

Garry

Garry Waldeck
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From: Nierenberg, Kara <Nierenberg.Kara@epa.gov>
Sent: Monday, November 14, 2022 4:35 PM
To: Ed Burt <eburt.hd@gmail.com>; Waldeck, Garry (DEP) <garry.waldeck@mass.gov>; twatson@hopedale-ma.gov; Diana Schindler <DSchindler@hopedale-ma.gov>; Bruce Thompson <brucet@demaximis.com>
Cc: Audet, Matthew <Audet.Matthew@epa.gov>
Subject: RE: Hopedale follow-up

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Hi Ed,

Thanks for your email.

EPA is working with de maximis (and US Ecology) to review their Transportation and Disposal (T&D) Plan. As stated in their T&D Plan, the trucking route is subject to change based on road closures, traffic, etc. The trucks will stay on legally allowable roads to transport material between Concord and Hopedale, while avoiding local roads, downtown areas, school zones, etc. (as possible). As noted in their T&D Plan, US Ecology will alert towns (as necessary) if trucks will be passing through and, if changes are made to the route, then the project team will be alerted (Appendix D of T&D Plan). Appendix C of the T&D (Spill Contingency Plan) outlines spill procedures to be followed in the case of a release of material during transportation and applies to Zone II water protection areas. Appendix C applies to all transport of waste from when it leaves the Nuclear Metals Industries (NMI) Site in Concord until it is at the final disposal facility in Michigan.

Private parties are responsible for the performing the cleanup at NMI pursuant to the 2019 Consent Decree and EPA is overseeing that work. As such, we are unable to share the bid requirements or facility responses since this remedial work is being conducted by private parties.

According to US Ecology waste being transferred from truck to gondola at the GURR facility will be transferred immediately into the lined gondola car. Once the waste package has been placed in the gondola car, the truck will depart the GURR facility and return to the NMI Site to pick-up another shipment. The trucks will not remain on-site for any extra time than necessary. According to US Ecology, the loaded gondola cars may remain on-site for 1-2 days but not more than one week. As described in Section 3.1 of the T&D plan, the soil will be packaged in sealed DOT-compliant bags. The packages are type IP-1 shipping packages that are designed to meet a more stringent standard than needed for Site soils and comply with the requirements of DOT 49 CFR 173.410 (which apply to shipping Class 7 [radioactive] materials). The sealed waste packages will be approximately 20 tons each when they leave the Site in Concord via truck and will be transferred (in the packaged containers) into lined (and then sealed) gondola cars for rail transport. The gondola cars will be open-top, but as stated the soil will be contained within two sealed, DOT-compliant packages. As stated by MassDEP, the transport and transfer of this material is an allowed activity within a zone II water protected area. EPA understands the concern regarding loading of soil into gondolas and discussed this concern with de maximis. de maximis plans to be at the GURR facility as necessary to oversee the loading of materials.

Lastly, de maximis is preparing to address soils from the Area of Interest (AOI) 8/9 on the NMI Site starting this week. As such, they expect to be moving soil (3800 cubic yards / 250 trucks) starting in Thursday, November 17th, 2022 and continuing into January 2023. de maximis reached out to the Town last week to alert you to the start of this work.

Reach out if you have any additional questions.

Best,

Kara Kelly Nierenberg, PE
Massachusetts Superfund
617-918-1435

From: Ed Burt <eburt.hd@gmail.com>
Sent: Monday, October 24, 2022 8:28 AM
To: Nierenberg, Kara <Nierenberg.Kara@epa.gov>; garry waldeck <Garry.Waldeck@state.ma.us>; twatson@hopedale-ma.gov; Diana Schindler <DSchindler@hopedale-ma.gov>; Bruce Thompson <brucet@demaximis.com>
Subject: Hopedale follow-up

Hi Kara,

Per Chris' last email, we understand that you have taken over the project manager responsibilities for the NMI site – congratulations. Regarding the Hopedale issues, progress has been made, but as discussed at the last Hopedale Water & Sewer Commission meeting, there are still concerns to be addressed.

Related to the transportation route, the list of communities (5.2.1 Communities Affected by Shipment of Waste Material) has been updated to include Hopedale. However, the trucking route is directly through downtown Milford, which is not even on the community list.

Upton and Grafton remain on the list, yet neither of those towns are on the trucking route. GURR has facilities in Grafton, Upton and Hopedale, which continues to raise the question if GURR ever properly identified the Hopedale location.

Please send copies of the bid requirements and GURR's response.

The Transportation and Disposal plan was also updated to include a reference to the fact that GURR's Hopedale railyard is within a Zone II Water restriction area. However there are no site precautions, such as ground area protective barriers, nor any systematic emergency procedures reflecting the importance of this Zone II Water protected area.

We appreciate the clarification, from both Chris and the DEP, that the soils are "not considered hazardous waste, will be in fully sealed containers before they arrive, and will not be stored on site..... it is Mass DEP's opinion that it is not a prohibited activity in the Zone II."

Beyond the actual transport, concerns remain regarding how long the soils will be at railyard and while at the railyard, will they be in closed or open gondolas, how will they be protected?

The soils while at the railyard, and the railyard itself remain a major concern. As discussed, GURR does not provide Hopedale any information regarding the activities within the railyard, so we are dependent upon the EPA to ensure the overall safety of this Zone II water protected area.

For example, we understand that the trucking volume may not be an issue across the roads of Hopedale, but have no sense at all if the trucking volume is a problem within the railyard in relation to the overall railyard activities. Especially during the winter months.

A site transporting fly-ash and contaminated soils, without any specific water protection and emergency procedures, seems to be a site on a path towards a serious problem.

Chris confirmed that the NMI soil transportation is not scheduled to start until next spring/summer, but addressing these issues sooner than later is very much appreciated.

Regarding the timeframe - Is GURR a subcontractor to transport similar materials for any other EPA projects?

Thank you for your time and attention to this.

Thank you.

Hopedale Water & Sewer Commission

Ed Burt