From:	Gorin, Jonathan
To:	DiPippo, Gary; John M. Hoffman
Cc:	Carrie McGowan
Subject:	RE: FW: Sound Shore LIne, LInden, NJ
Date:	Monday, July 28, 2014 8:51:00 AM
Attachments:	image001.png

Thanks Gary.

1. When I met with them, I expressed concerns about the buildings, less about during construction (that's a better point) but from the vibration of the trains passing by. Hopefully the buildings will be gone by next spring, so maybe not an issue.

2. If we let them do this, I'll require them to design the interim track with a barrier layer (if possible). That's a good idea, for their own protection.

3. I'm especially worried about the area where they're crossing over the SBC, they suggest using some sort of support beam, not sure that will work.

They plan on using the conrail easement, so land ownership might not be an issue. Praxair will have to find a new place for their new pipe. Hopefully Chuck won't have a heart attack.

If this happens, any agreement should not add to Ashland's future costs or liability. I'm pretty sure we'll run any consent order by Ashland's attorneys like we did with Conrail and Praxair.

Jon

From: DiPippo, Gary [mailto:Gary.DiPippo@Cornerstoneeg.com]
Sent: Friday, July 25, 2014 3:47 PM
To: John M. Hoffman
Cc: Gorin, Jonathan; Carrie McGowan
Subject: RE: FW: Sound Shore LIne, LInden, NJ

John,

It does not appear to me that this work would ultimately interfere with the remediation because JMR indicates in the write-up that when the remediation work is ready to go, JMR will, at its cost, remove all of the improvements so the remediation can be completed.

The information provided does prompt a few thoughts for me, as follows:

1. The alignment is quite close to the cell buildings and those are in a state of considerable disrepair. Will either the methods of construction or use of the tracks create vibration that could cause building collapse, and the attendant potential impacts.

2. Could the track design accommodate a barrier layer (such as a membrane) at the existing ground interface, so that the potential for cross-contamination of the soils used for the track construction is further reduced.
3. Dimensions on the fill/ballast for the track are not provided. It will depend on the amount of material being placed, but seems like a stability analysis would be useful to confirm that the fill would not cause instability along the stream, or at the former RCRA lagoon.

Perhaps the above were already considerations for a design. In any event, thought they were worth mentioning as potential considerations for the designers.

I have no idea how the property ownership questions relate – not a technical issue.

Would there be some kind of indemnity in the event the rail construction or operation were to exacerbate contamination or cause a cost increase in remedy implementation and how would that work given the lack of property ownership.

I hope these thoughts are of some use.

Gary

Gary DiPippo
cornerstone environmental
100 Crystal Run Road, Suite 101, Middletown, NY 10941
P: 845.695.0251 | **M:** 973.809.2581 **F:** 845.692.5894
Gary.DiPippo@CornerstoneEG.com

From: John M. Hoffman [mailto:jmhoffman@ashland.com]
Sent: Friday, July 25, 2014 1:26 PM
To: Gorin, Jonathan; DiPippo, Gary; Carrie McGowan
Subject: Re: FW: Sound Shore LIne, LInden, NJ

Hi Jon,

Agreed, it would be better to wait until the remediation system build and incorporate into design,

But as this is not the case, Gary and Carrie - can you please review the documents below and see if these proposed track construction and placement present any future issues during remedial system construction.

Thanks
John

John Hoffman
Senior Manager - Remediation
302 995-3233

Ashland Inc.
Environmental Health Safety & Product Regulatory
500 Hercules Road
Wilmington, DE 19808-1599

M: 302 668-7259
F: 302 995-3485

ashland.com

From: "Gorin, Jonathan" <Gorin.Jonathan@epa.gov>
To: John M. Hoffman/RCWilm/NA/Herc@Ashland,
Cc: "Cardiello, Frank" <Cardiello.Frank@epa.gov>
Date: 07/24/2014 10:07 AM
Subject: FW: Sound Shore LIne, LInden, NJ

Hey John, Mr Klempner wants to replace the tracks that go over the South Branch Creek (i.e., where Praxair currently has their gas line). Apparently they will be used to run trains hauling municipal waste from NYC.

As you can imagine, I think they should simply wait until the cap's in place. I also told them that whoever designs the cap might be willing to include features that would make the track bedding more suitable for their project (as long as they pay for those improvements). They didn't think they could wait for 5 or 6 years, so I offered to look at what they're proposing.

I figured you may wish to see it as well.

Jon

From: Ronald Klempner [mailto:rklempner@verizon.net]
Sent: Thursday, July 24, 2014 10:00 AM
To: Gorin, Jonathan
Cc: 'Norman Steisel'
Subject: Sound Shore LIne, LInden, NJ

Jon,
Attached is a description of our plans to rehabilitate the Sound Shore Line at Tremley Point, Linden, NJ, which we discussed at our meeting yesterday. I look forward to proceeding to discuss these plans with you and John Hoffman of Ashland.
Ron Klempner
Jersey Marine Rail, LLC
(201) 840-0766

- -
This e-mail contains information which may be privileged, confidential, proprietary, trade secret and/or otherwise legally protected. It is not intended for transmission to, or receipt by, any unauthorized persons. If you are not the intended recipient, please do not distribute this e-mail. Instead, please delete this e-mail from your system without copying it, and notify us that you received it in error, so that our address record can be corrected. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. No waiver of any applicable privileges or legal protections is intended (and nothing herein shall constitute such a waiver), and all rights are reserved.