From:	Gorin, Jonathan
To:	Carrie McGowan; DiPippo, Gary; John M. Hoffman
Subject:	RE: FW: Sound Shore LIne, LInden, NJ
Date:	Monday, July 28, 2014 8:55:00 AM
Attachments:	image001.png

Thanks Carrie. Yeah the SBC crossing is an issue, i think the work they'll have to do there is more than they expect.

Oh, yeah I told them we won't allow their track operation to interfere with our work, and we're not paying $500 dollars a day for a flagman, ever. They were ok with that and didn't even argue, so that makes them easier than Conrail to deal with I guess.

From: Carrie McGowan [mailto:Carrie.McGowan@ehs-support.com]
Sent: Friday, July 25, 2014 4:01 PM
To: DiPippo, Gary; John M. Hoffman
Cc: Gorin, Jonathan
Subject: RE: FW: Sound Shore LIne, LInden, NJ

My only additional thoughts are these:
It would be nice if they could design in a location where the tracks could be crossed by vehicles on LCP so that everyone can get from part of the property to the other including construction type vehicles. Perhaps where the crossing is now.
Where they have designated the drainage/creek crossing is an area with very elevated concentrations of mercury and arsenic and other constituents. The extent of their work in this area is not clear however it is described as if it will have minimal impact to soils. It may be worth confirming.
That's all I have!
Have a good weekend!

Carrie McGowan
EHS Support
426 Princeton Avenue
Brick, NJ 08724
732-995-9127
www.ehs-support.com
carrie.mcgowan@ehs-support.com

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
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