

## Weekly Update

# Milltown Reservoir Sediments Superfund Site

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These weekly updates are intended to provide you with the latest information about remediation, restoration and redevelopment activities at the Milltown Reservoir.



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**Status:** The Milltown Reservoir cleanup project is going well and is on schedule for dam removal in spring 2008. Project personnel have now logged 50,672 hours without time lost to injury.

### Currently:

- **Results of last week's air monitoring were all non-detect** (meaning no measurable levels of contaminants) except for 2 ug/m<sup>3</sup> of copper detected on by the personal sampler worn by the water truck driver (one of the dustier jobs on-site). 2 ug/m<sup>3</sup> of copper is far below the OSHA worker safety standard of 1000 ug/m<sup>3</sup>. Since the exposure levels seen by on-site workers are all non-detect (or nearly so), there is no risk to the community from on-site excavation. As an added safety measure, there is active dust control (water truck) on-site.
- **Excavation of the bypass channel continues.** Last week, crews removed an average of 4750 cubic yards (yd<sup>3</sup>) per day for a weekly total of 28,500 yd<sup>3</sup> of sediments from the bypass channel. The total volume removed as of last week is 205,000 yd<sup>3</sup>. This means excavation of the bypass channel is about one-third complete. Excavation continues in two locations, working towards the center of the site. Excavated material is being stockpiled on-site until it is sent by rail to the Anaconda Smelter Superfund Site waste repository in September 2007.
- **Work on the rail spur continues.** Workers have installed approximately 2000 feet of the geo-grid to strengthen base of rail line and reduce settling. Envirocon expects to finish installation of the remaining 400 feet of geo-grid today. Workers will then finish preparing the rail spur sub-grade so Montana Rail Link can come in later this summer and lay the ballast, rail road ties and track.
- **Dewatering of the sediments is going well.** Envirocon is currently pumping from 30 dewatering wells on-site. The wells are producing approximately 3900 gallons per minute (gpm). Continue to monitor the water level in the sediments using piezometers. More than 3/4 of the pumped water is coming from the upstream wells; in fact, some of the downstream dewatering wells are drying up and may be shut down.
- **Well monitoring in the Piltzville area** shows that the water levels have only dropped less than 1 foot from historical levels; however, two of the old, very shallow (less than 20 feet deep), hand-dug wells have had problems. EPA replaced those two wells.
- US Army Corps of Engineers (USACE) is continuing the **I-90 bridge stabilization work. Jet-grouting continues. Abutment underpinning** now complete on the west side of the east bound lane; paving will be complete by the end of this week.



### SAFETY REMINDER

**DURING CONSTRUCTION, THE CLARK FORK AND BLACKFOOT RIVERS ARE CLOSED TO RIVER RECREATION ABOVE AND BELOW THE MILLTOWN DAM AND RESERVOIR AREA.** Clark Fork River users must exit at the Turah fishing access; Blackfoot River users must exit at the Weigh Station access point. **VIOLATORS WILL BE FINED.**  
For more information, please call MT FWP at (406) 542-5500.

## Upcoming Meetings

- **Tuesday, July 24**  
Community Health and Safety Committee meeting 10 am at the Piltzville Fire Station.
- **Tuesday, July 24**  
Milltown Reservoir Redevelopment Working Group meeting at the Lutheran Church in Bonner, 6:30-9:00 pm.
- **Saturday, July 28**  
2007 Blackfoot River Cleanup Day! Everyone is welcome. Meet at 8 am at Rainbow Bend Drive. For more info., contact George (244-4622) or Marietta (244-5442).
- **Wednesday, August 1**  
Milltown Cleanup Project open house (5:30-6:30 pm) and public meeting (6:30-8:30 pm) in the Bonner School Gym. Learn about the cleanup, well monitoring, Trustee's restoration plan, *and more!*

### Upcoming work:

- Begin construction of the bypass channel berm this week
- Continue bypass channel excavation
- Continue rail spur base construction on-site
- Continue rail spur construction from the main rail line to the Anaconda Smelter Superfund Site repository
- Sedimentation pond construction will resume next week with installation of the head gate and discharge pipe to the Clark Fork River
- USACE continues I-90 bridge stabilization work (jet grouting and abutment underpinning)
- Plan to begin removing logs and timber crib piers in the Blackfoot River upstream from the Stimson Lumber Mill the week of July 16

Design Review Team Tour — Describing geo-grid installation



Bypass channel construction — Note surveyor and pre-reservoir log in the bottom of excavated bypass channel



## PROJECT SCHEDULE

2007	Build haul roads Build flood berms I-90 bridge mitigation MRL bridge mitigation Build bypass channel Build pedestrian trail Construct rail lines Rail hauling sediment Stage 2 drawdown Build coffer dam Spillway removal
2008	Spillway removal Sediment removal Replace Hwy 200 bridge Dam removal Powerhouse removal Restoration Redevelopment
2009	Restoration Redevelopment
2010	Restoration Redevelopment
2011	Restoration Redevelopment



Have a Safe and Happy Independence Day!



## TRAIL CONSTRUCTION

Workers began paving the pedestrian trail from the bridge over the rail line to the Piltzville Fire Station. Work will then proceed to the Andersen Street area by the Fire Station. This portion should be complete by mid-July. Workers are surveying the section from the bridge to the Bonner School this week; that part of the trail should be done in August.

Pedestrian Trail Construction Progresses

