

Weekly Update

Milltown Reservoir Sediments Superfund Site

Issue #33

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<http://www.cfrtac.org>

Milltown Reservoir Community Office

(315 Anaconda St., Milltown, MT)

Office hours:
Tuesdays 12:30-3:30 pm
EPA and DEQ staff are available.
Stop by to talk
or just say hi!

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

Status: The Milltown Reservoir cleanup project is going well and is on schedule for powerhouse removal in late 2007 or early 2008 (i.e., before high spring flow). To date, project personnel have worked **75,321 hours** without any time lost to injury.

Currently:

- Continue loading rail cars with excavated sediment for transportation — by rail — to the BP-ARCo repository at the Anaconda Smelter Superfund Site. Last week each train was composed of 25-30 cars; this week each train will have 35 cars. Each car carries approximately 100 tons of sediment (70 cubic yards). The hauling schedule remains the same as last week: Each day a trainload is loaded at Milltown and then transported at night to the Anaconda Site while an empty trainload is returned to Milltown for re-loading. The next day, Envirocon workers unload that train and workers at Milltown load another train for transport to the Anaconda Site. The size of the trains will increase in the next week or so to 45-50 cars and will be running 7 days per week. Over the next 2 years, the trains will haul 2.2 million cubic yards (yd³) of contaminated sediments from the Milltown Reservoir Sediments Superfund Site, leading to a restored aquifer and fishery.
- Excavation of the **bypass channel is nearly complete**. Last week, workers removed 4,000 yd³ of sediments, bringing the total volume removed to 560,000 yd³. Excavated sediment continues to be stockpiled before it is hauled off site by rail. As soon as vehicles can travel over the **rail bridge**, workers will remove the remaining land bridge linking the north and south sides of the Site. Once that is removed, the rail bridge will be the only access across the bypass channel.
- Continue to work on the **Bypass Channel Berm**, mixing native alluvium (rockier soils) with original topsoils. The berm is about 50% complete; should be done by the end of November. The berm is built using clean materials so when the cleanup is complete, these berm materials will be used to re-configure the area into a more natural Clark Fork River flood plain.
- Workers are busy lining the bypass channel with "**reno mattresses**," and are about 30% complete; installation should be done by the end of November. **Trucks continue to haul rock** to fill the "reno mattresses" for the bypass channel. The number of trucks is between 10-18 truckloads per day. Later this week, trucks will be bringing rock from a new source in Missoula (coming from the west rather than from the east) so the trucks will travel Highway 200 through Milltown and then on Hwy 210 E to the Rustic Road entrance. Hauling should be done by the end of October.
- **Twenty five dewatering wells** are producing 3135 gallons per minute (gpm), of which, 2560 gpm are discharged into the Clark Fork River, 185 gpm are discharged to the Blackfoot River directly and 190 gpm are discharged to the Blackfoot River via the **Sedimentation Pond**.
- US Army Corps of Engineers (USACE) is completing **jet-grouting** on the east side of the Blackfoot River and will finish jet-grouting the west side by the end of October 2007.
- USACE and its contractors continue to work to strengthen and stabilize the **I-90 bridge center piers**. I-90 Bridge mitigation should be complete in January 2008.



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Upcoming Meetings

- **Tuesday, October 23**
Milltown Reservoir
Redevelopment Group
monthly mtg., 6:30—
9:00 pm at Our Sav-
ior's Lutheran Church
- **Thursday, October 25**
7 pm at St. Ann's
Church in Bonner and
Monday, October 29
7 pm at the Missoula
Public Library, in the
large meeting room
Milltown Redevel-
opment Working Group
hosts a Discussion and
Open House about the
draft **Public Park and
Open Space** designs
for the Milltown Area.
Please come and share
your thoughts!

Upcoming work:

- Continue bypass channel excavation
- Continue bypass channel berm construction
- Continue reno mattress installation
- USACE continues I-90 bridge stabilization work
- Continue hauling rock for the "reno mattresses" to line the bypass channel; through October.
- Over the next several weeks, equipment and other items will be removed from the Powerhouse. Deconstruction should begin November 1.

Installation of "Reno Mattresses" to line the Clark Fork River Bypass Channel is now about 50% complete. The green "Turf Reinforcing Mat" (TRM) in the foreground is placed underneath the rock cages to provide additional protection from erosion.



Last week, Montana Rail Link staff invited Bonner School 6-8 grade students on a train ride and talked with them about being safe around trains. This, and a presentation for the younger school children, are part of "Operation Life Saver."

Photo courtesy of Envirocon.

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 Powerhouse removal
2008	Spillway removal Sediment removal Replace Hwy 200 bridge Replace walking bridge Restoration Redevelopment
2009	Sediment removal
2009	Restoration Redevelopment
2010	Restoration Redevelopment
2011	Restoration Redevelopment



Milltown Reservoir, October 9, 2007