

## Weekly Update

# Milltown Reservoir Sediments Superfund Site

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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 2008 before spring flow.

To date, project personnel have worked **79,742 hours** without any time lost to injury.

### Currently:

- **Continue loading rail cars with excavated sediment for transportation — by rail — to the repository at the Anaconda Smelter Superfund Site.** The trains now have 45 cars and are hauling sediments 7 days per week. One train is loaded and unloaded daily. Each rail car carries approximately 100 tons of sediment (4500 tons total per trainload). So far, 55,480 tons (about 39,000 cubic yards) of sediment have been hauled to the Anaconda Smelter Superfund Site for disposal. Over the next 2 years, the trains will haul 2.2 million cubic yards of contaminated sediments from the Milltown Reservoir Superfund Site, leading to a restored aquifer and fishery.
- **Began setting up for removing the lead-based paint from the Powerhouse.** The lead-based paint will be removed from interior and exterior areas of the Powerhouse using dry ice pellets. Lead-based paint can pose a public health risk, especially to pregnant women, developing babies, and young children. State and federal regulations require that lead-based paint be removed from materials before disposal. The work zone will be isolated and workers will wear respirators. Not all painted surfaces in the Powerhouse contain lead. The areas of most concern are the weathered wooden materials on the interior and exterior of the Powerhouse. The lead-based paint removal should be complete in about 4 weeks.
- **Excavation of the bypass channel is essentially complete; workers are now removing the last remaining land bridge.** The rail bridge is now the only access across the bypass channel.
- **Continue to work on the Bypass Channel Berm, mixing native alluvium (rockier soils) with original topsoils.** Recent wet weather has slowed construction; the anticipated completion date is now mid-December 2007. The berm is built using clean materials which will later 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 38% complete.; installation should be complete in early December. **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. Trucks are traveling on Highway 200 through Milltown and then on Hwy 210 E to the Rustic Road entrance. Rock hauling should continue through November 2007.
- **Twenty five dewatering wells** are producing 3250 gallons per minute (gpm), of which, 2580 gpm are discharged into the Clark Fork River, 210 gpm are discharged to the Blackfoot River directly and 460 gpm are discharged to the Blackfoot River via the **Sedimentation Pond.**
- **US Army Corps of Engineers (USACE) completed jet-grouting** on the west side of the Blackfoot River. The jet-grouting work is now all complete. Equipment is being removed from the site.
- **USACE and its contractors continue to work to strengthen and stabilize the I-90 bridge center piers.** Work has been going slowly as crews have encountered remnants of an earlier coffer dam (including 16" I-beams) while installing the bridge supports. Four of the 16 drilled shafts are in; currently drilling 2 more. I-90 Bridge mitigation should be complete in January 2008.



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## Upcoming Meetings

- **Thursday, October 25**  
7 pm at St. Ann's Church in Bonner and
- **Monday, October 29**  
7 pm at the Missoula Public Library (large meeting room) the Milltown Redevelopment 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!
- **Tuesday, November 6**  
Design Review Team Site Tour
- **Tuesday, Dec. 11**  
Health and Safety Meeting, 10 -11 am, Piltzville Fire Station

### Upcoming work:

- Continue removal of land bridge in channel
- 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 November
- Continue to remove equipment and other items of historic value from the Powerhouse. These items will be stored for future use in re-telling the area's rich industrial and cultural history.
- Continue lead-based paint removal in Powerhouse
- Start installing boulder clusters in bypass channel to aid in fish passage.



Looking upstream from just below Duck Bridge towards the area that will be "actively" restored to re-establish the river and flood plain to near historic conditions. **Beautiful day!**

## PROJECT SCHEDULE

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

### Local Well Inventory

EPA is implementing a pro-active program to identify and replace wells at risk of going dry because of the reservoir draw downs.

Over the next several weeks, Tony Berthelote will be contacting residents in the West Riverside, Pine Grove, and Piltzville areas.

If you live in one of these areas and are concerned about your well, please give Tony a call: (406) 207-5856 (cell)



Background: Installation of the "reno mattresses" and green "turf reinforcing mat" (TRM).  
Foreground: Removal of the remaining land bridge linking the north and south sides of the Clark Fork River bypass channel. Now the only way to cross the bypass channel is over the railroad bridge.