

## Weekly Update

# Milltown Reservoir Sediments Superfund Site

Issue #36

Oct. 31, 2007



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### Websites:

[http://www.epa.gov/  
region8/superfund/sites/  
mt/milltown](http://www.epa.gov/region8/superfund/sites/mt/milltown)

<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!

**Status:** The Milltown Reservoir cleanup project is going well and is on schedule for powerhouse removal in 2008 before spring high flow.

To date, project personnel have worked **81,771 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, **84,762 tons** (about 59,333 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.
- Over the weekend, an empty rail car and 2 engines derailed behind the old post office in Bonner. There were **no injuries, no spills, no equipment damage, and no delay** in sediment transport.
- **Workers removed the last remaining land bridge** last week, excavating 15,000 cubic yards (yd<sup>3</sup>) of sediments. To date, a total of 587,000 (yd<sup>3</sup>) of sediments have been excavated from the site. From now on, the rail bridge is the only access across the bypass channel.
- Continue to work on the **Bypass Channel Berm**, mixing native alluvium (rockier soils) with original topsoils. The anticipated completion date is now mid-December 2007. The berm is built using clean materials which will later be re-configured into a more natural Clark Fork River flood plain.
- Workers continue to line the bypass channel with "**reno mattresses**" and have begun lining the base of the channel. 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 14-15 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 3275 gallons per minute (gpm), of which, 2615 gpm are discharged into the Clark Fork River, 210 gpm are discharged to the Blackfoot River directly and 450 gpm are discharged to the Blackfoot River via the **Sedimentation Pond**.
- **Removal of the lead-based paint from the Powerhouse** began on October 29. 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 is isolated and workers wear respirators. The lead-based paint removal should be complete in about 3 weeks.
- **USACE and its contractors** continue to work 24/7 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. Eight of the 16 drilled shafts will be in by the end of this week. I-90 Bridge mitigation should be complete in January 2008.



Drilling shafts under the I-90 bridges on the Blackfoot River to ensure bridge stability after the Milltown Dam is removed.

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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## Upcoming Meetings

- **Tuesday, November 6**  
Design Review Team Site Tour
- **Tuesday, Dec. 11**  
Health and Safety Meeting, 10 -11 am, Piltzville Fire Station
- **Tuesday, Dec. 11**  
EPA and the State of Montana will host a public meeting/open house to discuss progress on the Milltown Reservoir Cleanup, Restoration, and Redevelopment. Open House 5:30-6:30 pm; Public Meeting 6:30-8:30 pm in the Community Room of the Bonner School.

### Upcoming work:

- 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.
- Begin excavation of the bypass channel outlet to the Blackfoot River.



Excavation continues on the west end of the bypass channel, near where the outlet will be to the Blackfoot River.

## 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  |



Workers continue to install "reno mattresses" to line the Clark Fork River bypass channel. This week, workers began installing the liner on the bottom of the bypass channel. The green "Turf Reinforcing Mat (TRM)" is used to line the upper part of the channel. The bypass channel should be complete in mid-December 2007.

### 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)



Last week, Montana Rail Link completed the fencing along the rail line off of Hellgate Drive in Piltzville.