

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 48,925 hours without time lost to injury.

Currently:

- Air monitoring was conducted last week; results should be available next week.
- Excavation of the **bypass channel** continues, removing on average 5000 cubic yards (yd³) per day. This is the daily excavation volume needed for completion in September 2007. On-board GPS is used for increased excavation accuracy. Last week, workers removed 32,000 yd³ of sediments from the bypass channel, bringing the total volume removed as of June 23, 2007 to 180,000 yd³. Workers are digging east from the original test pit and west from the eastern end of the project area, where the rail road bridge will go in over the bypass channel. Excavated material is being stockpiled on-site until it is. The excavated material will be sent by rail to the Anaconda Smelter Superfund Site waste repository beginning in September 2007.
- Work on the **rail loading pad** is now complete.
- Began work on the **rail spur** on June 25, 2007; installing a geo-grid to strengthen base of rail line and reduce settling (the rail spur is being built on unconsolidated sediments that would likely settle without the extra support of the geo-grid).
- Envirocon has installed and is pumping from 29 **dewatering wells**. The wells are producing approximately 3000 gallons per minute (gpm). Continue to monitor the water level in the sediments using **piezometers**; results show the water level in the sediments has dropped 1.5 feet in recent weeks. The dewatering wells aid in the bypass channel excavation by drying out the sediments.
- US Army Corps of Engineers (USACE) is continuing the **I-90 bridge stabilization** work. Last week, finished installation of the 16", 75' long **H-piles** on the west end of the east bound bridge over the Blackfoot River. Workers are now tying these piles to the existing abutments for added stability.
- USACE workers plan to install an average of 6-7 **jet-grout** columns/day and complete the jet-grout work on the west side of I-90 the 3rd week in July.



I-90 Bridge Stabilization Work: installation of H-piles

Upcoming Meetings

- **Tuesday, July 3**
Design Review Team Site tour.
- **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 information, contact George (244-4622) or Marietta (244-5442).

Upcoming work:

- Continue bypass channel excavation
- Continue rail spur base construction on-site
- Continue rail spur construction from the main rail line to the Anaconda Superfund Site repository
- Hope to begin construction of the bypass channel berm next week
- USACE continues I-90 bridge stabilization work (jet grouting and abutment underpinning)

Clark Fork River Bypass Channel excavation— east end



Eastern portion of bypass channel

Bypass Channel— west end excavation



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

Construction of the on-site rail spur using a geo-grid filled with specially-graded soils for increased strength



PEDESTRIAN TRAIL

Funded by EPA, Missoula County has hired LS Jensen Construction of Missoula to build the pedestrian trail from the Bonner School to the Piltzville Fire Station this summer. Construction began 2 weeks ago. The portion from the Hwy. 210 bridge to the Fire Station should be complete by mid-July and the trail from the bridge to Bonner School complete by mid-August.

On a related project, Montana Rail Link has begun installing the fence poles along the rail line behind the school but have agreed to leave at least one fence panel open this summer so access would not be cut-off.

Our hope is to minimize any overlap between these projects, there still may be a time when pedestrian access is restricted. We will continue to keep the community informed as we learn



Rail spur base covered with geo-fabric

