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.

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Status: **The Milltown Reservoir cleanup project is going well and is still on schedule for powerhouse removal** between December 2007 and April 2008. To date, project personnel have worked **73,371 hours** without any time lost to injury.

Currently:

- **This week the cleanup project marked a major milestone as the first trainload of excavated sediments left the Milltown Reservoir Site headed for disposal at the BP-ARCo repository at the Anaconda Smelter Superfund Site.** October 2, workers began loading 28 train cars, each with approximately 100 tons of sediment (70 cubic yards). Each day a trainload will be 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 will unload that train and workers at Milltown will load another train for transport to the Anaconda Site. Initially, the trains will have about 25-30 cars and run 5 days per week, increasing to 45-50 cars and running 7 days per week. Over the next 2 years, the trains will haul 2.2 million cubic yards (yd^3) of contaminated sediments from the Milltown Site. **These sediments are the source of arsenic pollution in the Milltown drinking water supply and the source of the copper-containing sediments that would periodically scour from the Milltown Reservoir and kill fish downstream. Removing the arsenic and copper pollution will result in a clean drinking water supply (in as little as 4-10 years) and a much healthier fishery.**
- Excavation of the **bypass channel is nearly complete.** Last week, workers removed 15,000 yd^3 of sediments, bringing the total volume removed to 556,000 yd^3. Excavation is slower now as workers carefully remove the remaining land bridge linking the north and south sides of the Site. Once that is removed, the only vehicle and pedestrian access across the bypass channel will be the rail bridge. Excavated sediment will be added to stockpiles and shipped off-site by rail.
- Continue to work on the **Bypass Channel Berm**, mixing native alluvium (rockier soils) with original topsoils. The berm is built using clean materials which will not re-contaminate the area.
- Workers are busy lining the bypass channel with "**reno mattresses**, " and are about 25% complete. **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 (I-90 and Rustic Road).
- **Twenty five dewatering wells** are producing 3155 gallons per minute (gpm), of which, 2635 gpm are discharged into the Clark Fork River, 190 gpm are discharged to the Blackfoot River directly and 330 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 by December 2007.

Upcoming Meetings

- **Tuesday, October 9** Milltown Community Health and Safety meeting, 10 am at the Piltzville Fire Station
- **Tuesday, October 23** Milltown Reservoir Redevelopment Group monthly mtg., 6:30—9:00 pm at Our Savior's Lutheran Church
- **Thursday, October 25 7 pm at St. Ann's Church in Bonner** 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!

10/2/07 Design Review Team Site Tour; viewing the new railroad bridge

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)

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.

Remains of a freight wagon were found on-site during excavation of the Clark Fork River bypass channel. Pictured here is the yoke and axle of the freight wagon.

Below is the **Clark Fork River bypass channel**, looking upstream. To protect the channel from erosion, the bypass channel is lined with geo-fabric, turf reinforcing mat, and covered with rock-filled reno mattresses. The channel is designed to withstand a 100-year flood.

Inset photo: Placement of rock in the wire cages to form "reno mattresses"

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