

The St. Louis Sites

Formerly Utilized Sites Remedial Action Program • Spring 1999

(314) 524-4083

www.mvs.usace.army.mil



The new HISS railspur has the capability of holding nine railroad gondola cars. Workers here are inspecting the new facility to ensure it meets specifications.

Hazelwood Interim Storage Site (HISS)

Railspur Construction Complete

After six months of work, the U.S. Army Corps of Engineers (USACE) has completed construction of the Hazelwood Interim Storage Site (HISS) railspur. Nine railroad gondola cars easily fit on the new structure. The increased capacity will safely accelerate the removal of radioactive material from HISS; thus eliminating the need to ship contaminated soils by truck over local roads and public highways.

Railspur construction at HISS began in October 1998 under the authority of an Engineering Evaluation/Cost Analysis (EE/CA). As a result of the construction, approximately 5,000 cubic yards of excess soil was generated and is being temporarily stockpiled between the main and supplementary storage piles. The temporary piles are covered with a heavy liner to ensure that soil and dust particles do not move from the site. Air and water resources near the construction area continue to be monitored for release of contamination from the site.

Pile Removal Being Designed

This summer, the USACE anticipates removing the two small piles, referred to as the HISS Eastern piles,

located adjacent to HISS. These piles contain approximately 8,000 cubic yards of material. The Corps will remove these piles to minimize disruption to business operations and facilitate the use of the property for the current property owner.

The USACE has completed designs for the removal of the Eastern Piles. Presently, the St. Louis District is preparing to negotiate in June with the selected small woman-owned business pursuant to Section 8(a) of the Small Business Administration Act.

What's Next?

Technical issues regarding the pile removals are being addressed through the contracting process. The small business contractor will mobilize on-site and begin removing the Eastern Piles this summer. 

St. Louis Airport Site (SLAPS)

Sedimentation Basin Complete

The USACE recently completed construction of a Sedimentation Basin on the West End of the St. Louis Airport Site (SLAPS). Completion of the basin's construction marks a significant step forward in site stabilization efforts, part of the Corps's commitment to the community and stakeholders to protect human health and the environment.

The Sedimentation Basin was built to significantly reduce the migration of radioactive sediments into Coldwater Creek. It works by collecting the site's stormwater run-off. As the run-off collects in the basin, it is slowly released through pipes beneath the basin.

Upcoming Events

Information Releases:

Summer Newsletter – August 1999

Upcoming Meetings:

St. Louis Oversight Committee Meeting at the FUSRAP Project Office at 11:30 a.m. on June 11, July 9, and August 13, 1999.



US Army Corps
of Engineers®
St. Louis District

The water's speed is significantly reduced as it travels toward the creek. As a result, most sediment suspended in the water will settle and accumulate in the basin rather than entering the creek.

To prevent sediment transport, the basin is lined with a geomembrane fabric and crushed stone. The fabric creates a barrier between the contaminated sediments that settle out of the stormwater run-off and the soils below the basin. The accumulated sediment, which will likely be contaminated, can be removed from the basin periodically and disposed of off-site.

For high infrequent flows such as in the case of a heavy 25-year storm, an emergency overflow channel prevents the west section of SLAPS from being damaged. If the sedimentation basin fills with water too quickly to be released through the pipe, water will be released into the creek via the emergency overflow channel. For any extreme rainfall event, a weir has been placed in the outfall to track flow volumes.

Regular sampling will be performed in the sedimentation basin to assess initial accumulated water contaminants. Following verification of the basin's decreased sediment load, discharges will be made to Coldwater Creek. Discharges are analyzed to ensure acceptable limits are met. Thereafter, monthly discharges will be analyzed at the outfall.

Contract Turnover Underway

In June 1999, a new contractor will both design and conduct removal actions in North County for the USACE. The new contractor will pick up where the current contractor leaves off. The completion of the North Ditch excavation, the East End removal action, the management of the railspurs in North County, and the management of the off-site borrow source will all be handled by the new contractor.

Keeping in Touch

Mailing Lists - To receive newsletters and other printed communications, sign up for our mailing list anytime.

Phone: (314) 524-4083

Mail: 9170 Latty Avenue
Berkeley, MO 63134

Fax: (314) 524-6044

Public Speaking - If your group, school, or association would like to hear from one of our experts, give us a call. We can speak on a variety of fields, including engineering, the environment, and geology.

Homepage - To reach our site, set your browser to www.mvs.usace.army.mil and click on the FUSRAP icon.

If you have any suggestions, questions, or comments, contact our office anytime.

Previously, the USACE used one contractor to design and another to perform the activity. The contractor transition is taking place as originally scheduled in the overall project management plan. Transitioning to a single contractor for site work is expected to result in a more cost effective and efficient flow of work.

Efforts to stabilize the site and prevent the migration of radioactive contamination will continue through the transition under the Final St. Louis Airport Site (SLAPS) Engineering Evaluation/Cost Analysis (EE/CA), March 1999.

What's Next?

Once contamination is removed from the East End of SLAPS, the USACE will begin cleanup work on the radium pits. 



To prevent sediment transport, the basin is lined with a geomembrane fabric and crushed stone. Workers are shown installing the fabric. The fabric creates a barrier between the contaminated sediments, which settle out of the storm water run-off, and the soils below the basin.

North County

Ecological Risk Being Evaluated

The USACE is evaluating the ecological risk, which is the impact of FUSRAP contamination on the environment, for the North County Sites. The scientists are reevaluating and collecting additional data to more accurately assess the ecological impact of contamination on the North County sites (particularly Coldwater Creek).

Although the ecological risk was initially addressed in the 1992 Baseline Risk Assessment, substantial changes have been made to risk assessment guidelines. Ecological risk assessment guidelines now require such evaluations be completed in tiers. The initial tier compares contaminant concentrations in soils, sediments and surface water at and near the site to protective ecological benchmarks.

Since such screening levels tend to be very conservative, additional assessments are required if concentrations exceed an ecological screening level. Comparisons are now being made for North County sites in order to determine if additional data is necessary to fully assess ecological risk. At this tier, risks to certain types of species that might be present in the area would be quantified using contaminant concentration data and anticipated exposure conditions.

What's Next?

Once the ecological risks are updated and defined, the USACE will be able to develop remedial alternatives for the final cleanup of the North County sites that are fully protective of human health and the environment. ■

St. Louis Downtown Site (SLDS)

Plant 2 Remediation Continues

In January 1999, the USACE began final cleanup activities within the Mallinckrodt Plant 2 area. Remedial activities are being conducted using the criteria described in the approved St. Louis Downtown Site (SLDS) Record of Decision (ROD).

The remediation of Plant 2 began with the removal of the concrete slab, which had covered the footprint of a demolished building. Presently, construction crews are using backhoes and excavators to remove radioactively contaminated material and load it into railcars for offsite disposal in a licensed out-of-state



Excavators load material from the Plant 2 remediation work into trucks which transport the covered material to the SLDS railspur.

facility. To date, approximately 4,000 out of an anticipated 8,500 cubic yards of contaminated material have been excavated and transported to a licensed disposal facility.

Systematic radiological surveys are also being performed in the Plant 2 area outside of the defined excavation limits to ensure that all radioactive contamination is removed as required. This action will result in the timely release of the Plant 2 area back to Mallinckrodt for its beneficial use. The USACE anticipates Plant 2 remediation will be finished this summer.

Plant 1 Design Being Developed

USACE engineers are currently developing the remedial design for Plant 1. For this design, radiological surveys are performed to better characterize the extent of contamination in the Plant 1 area. Surveys will also be performed in the area outside of the anticipated excavation limits to ensure the removal of all radioactive contamination from the area.

Although the USACE expects to remove a relatively small volume of contamination (2,800 cubic yards), the Plant 1 remediation will require very careful planning. Excavation activities will be performed in close proximity to ongoing Mallinckrodt operational facilities. The Corps anticipates issuing the design this summer.

What's Next?

Once the Plant 2 remediation is completed, construction crews will begin remediating the Plant 1 area. ■

Is that safe?

Q: Have you ever wondered how the Corps ensures that ponded water released from its sites doesn't endanger human health or the environment?

A: Occasionally, water will collect in the bottom of the excavation. This ponded water is tested for contamination and treated, as necessary, to meet the substantive requirements of the applicable regulations for each site. Technicians collect water samples in batches, label and forward them to the lab for analysis. Scientists carefully review the data collected from the water samples to determine if the water meets release standards or requires treatment. If treatment is determined to be necessary for release, the water is pumped into the water treatment plant where it undergoes a process that removes the contamination.

U.S. Army Corps of Engineers - St. Louis District
FUSRAP Project Office
9170 Latty Avenue
Berkeley, Missouri 63134



This newsletter is printed on recyclable paper