

The St. Louis Sites

Formerly Utilized Sites Remedial Action Program • Spring 2007

(314) 260-3905

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St. Louis Airport Site

Closing the Chapter

Excavation at the St. Louis Airport Site (SLAPS) was completed in mid-December 2006. Following confirmation sampling during the early part of January 2007, the U.S. Army Corps of Engineers (USACE) released the final portion of the site for unrestricted use. This milestone marks a 9-year effort in which over 600,000 cubic yards of radiologically contaminated material were removed.

This important milestone closes one chapter of the continuing work in the St. Louis area under the Formerly Utilized Sites Remedial Action Program (FUSRAP) to excavate contamination generated during the nation's early atomic weapons program. To commemorate the completion of one of the nation's Superfund Sites, USACE will hold a site closeout ceremony at SLAPS building complex on May 30, 2007 at 10:00 A.M.

SLAPS Loadout Pad Remains

The SLAPS railcar loading facility, or "Loadout Pad," will remain to support the transportation of soils from other contaminated properties in North County.



Loadout sign warns of danger during rail load operations.



Final yards of contaminated soil at SLAPS are excavated.

Currently, USACE project managers have the option of loading railcars from the rail facility at SLAPS or the Hazelwood Interim Storage Site (HISS) on Latty Avenue. The decision on which facility is used is based on minimizing the distance contaminated soils must travel on public roads as well as other safety and economic considerations.

The SLAPS loadout pad sits on previously remediated soil and is paved with 8 in. of sloped and curbed asphalt designed to collect any runoff generated from the contaminated soil while it awaits loadout into a rail car. There is an automatic pump and piping able to move water into storage basins capable of accommodating up to 1.5 million gallons of water, if necessary.

The SLAPS loadout facility will be removed when it is no longer needed to support North County remedial activities. Once removed, the area underneath will undergo verification to confirm that the area still meets remediation goals.

Upcoming Events

Upcoming Meetings (Please come if you are available!):

St. Louis Oversight Committee Meeting - April 13, 11:30 a.m. at the FUSRAP office on Latty Avenue.

SLAPS Closeout Ceremony - May 30, 10:00 a.m. at SLAPS

Latty Avenue Start-up

FUSRAP Breaks New Ground

Upon completion of remedial activity at SLAPS, crews and equipment transitioned to the next remediation area: the 9100 block of Latty Avenue, in Berkeley, MO.



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Laborers cut and remove fencing to allow equipment access to contaminated soil.

The first location to undergo remediation is the VP-02(L) property located on the north side of Latty Avenue. To initiate work on this property, the USACE removed the railroad tracks and fencing that blocked the remediation, located and marked buried utilities, and coordinated with the property owner to ensure uninterrupted operations.

On January 23, 2007, all initial preparations were complete and excavation of contaminated soil began along the southern side of VP-02(L). Trucks continue to transport the contaminated material the short distance from the work site to the railcar loading facility at HISS. To date, remedial activities have been occurring as planned at several locations throughout the property.

Due to the shallow nature of the contamination on the Latty Avenue property, work is expected to continue for just three to four months. Once complete, the USACE plans to continue to remediate westward towards Coldwater Creek.

Remediation Of Mallinckrodt Plants 7 North & 7 South

Mallinckrodt Plants 7N and 7S encompass an area of about 4 acres located north of downtown St. Louis, south of Destrehan Street between Hall and Wharf

Streets. The current location of Plants 7N/7S was once occupied by several buildings that were used for green salt production, thorium extraction processes, and support for the Manhattan Engineer District /Atomic Energy Commission (MED/AEC) uranium metal production activities until 1958. Several areas of residual subsurface radiological contamination from these MED/AEC processing operations were further identified and evaluated by pre-design investigations at this location.

In February 2005, remediation of the Plant 7N/7S area was initiated. This remediation included the excavation and disposal of about 23,000 cubic yards of contaminated soil. These contaminated soils were safely transported by rail to an approved out-of-state disposal facility. The Plant 7N/7S area was subdivided into smaller excavation areas, and construction was staged to minimize impacts on traffic patterns in the operating chemical plant. During the various excavations, several abandoned and active underground utilities were encountered, most notably the removal and replacement of about 400 ft of a 30 in. diameter combined sanitary/storm water sewer serving this portion of Mallinckrodt's plant. A temporary sewer bypass pumping and piping system was required to accommodate flows while this portion of the sewer was out of service. The sewer work also required that sheet pile shoring be installed along the south curb line of Destrehan Street to facilitate the 15 ft deep excavation without impacting the adjacent street.



Sheet pile retaining wall preserves Destrehan Street stability during Plant 7N/7S remediation.



Applying sealant to the Plant 6 rail spur.

The remediation work included backfilling and restoration of surfaces to pre-construction conditions. Much of the area was restored with a gravel surface, but a significant amount of concrete pavement was required between a trailer staging area in Plant 7S and the driveway to Destrehan Street. A concrete fire training pad, removed for the excavation was also replaced. Most of the remediated area was backfilled by late 2006. The Plant 7N/7S remediation also included decontamination of two abandoned foundation pads. Mallinckrodt will use these foundation pads for the relocation of their current Hazardous Materials Waste Handling Building to allow FUSRAP remediation in an adjacent plant area.

A New Loadout Facility For SLDS

The Plant 6 storage and loadout facility became operational in January 2007, upon completion of paving the rail spur area and construction of a water runoff management system. Completion of this facility will increase the USACE's loadout capability and provide greater efficiency throughout the remainder of the project. The Plant 6 loadout facility is located in Mallinckrodt's Plant 6 near the intersection of Hall and Destrehan Streets and will replace the current loadout facility.

Prior to construction of the new facility, the original rail spur was removed and the soil underneath remediated as part of the Plant 6 task. USACE then built a new rail spur on the newly remediated area. This new facility consists of an asphalt pad for soil storage and rail car loading, two water collection sumps, and a water storage basin for water management and containment. The collected water will be filtered to remove suspended solids and then sampled to ensure water meets discharge criteria for release to the Metropolitan Sewer District sewer system.

The current Plant 6 loadout facility is co-located on Mallinckrodt's Plant 6 and the PSC Metals property (DT-8). Moving the soil storage and loadout operation to a new location will allow contaminated

soil underlying the loadout facility to be excavated for disposal. USACE estimates that approximately 8,000 cubic yards of contaminated material lie under the current rail loadout facility and along the property line between PSC Metals and Mallinckrodt.

The new rail spur is approximately 250 ft long and will allow four railcars at a time to be staged and loaded with contaminated material. The spur is also located just off a main track line which will allow daily railcar service to the new facility, if needed. This will give work crews the capability of shipping up to four railcars per day or approximately 12 to 16 railcars per week.

Keeping in Touch

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

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

Cross-Contamination

Q: What is “cross-contamination”?

A: In the context of FUSRAP, cross-contamination occurs when contaminated material gets disturbed and relocated to a previously uncontaminated area. Instances where this could happen are during sampling, excavation, or transport. Throughout these processes, USACE utilizes administrative controls and engineered work practices to avoid cross-contamination and minimize risks to the community, the workers, and the environment.

*All contaminated material
is secured and covered
during transport to avoid
cross-contamination.*



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