

FINAL PLAN OF REMEDIAL ACTION



AMTRAK FORMER FUELING FACILITY – OPERABLE UNIT 1 ACS-64 Locomotive Building Area

*Amtrak Wilmington Shops
Wilmington, Delaware*

*June 2014
DNREC Project No. DE-0266*

This Final Plan of Remedial Action (Final Plan) presents clean-up actions required by the Department of Natural Resources and Environmental Control (DNREC) to address environmental contamination at the Amtrak Former Fueling Facility – Operable Unit 1.

DNREC issued public notice of the Proposed Plan of Remedial Action (Proposed Plan) for Operable Unit 1 (OU-1) of the Site on May 6, 2014 and opened a 20-day public comment period. The Proposed Plan is attached. There were no comments from the public; therefore, the Proposed Plan is adopted as the Final Plan.

Approval:

This Final Plan meets the requirements of the Hazardous Substance Cleanup Act,

Timothy T. Ratsep, Program Administrator
Site Investigation and Restoration Section

June 6, 2014

Date



PROPOSED PLAN OF REMEDIAL ACTION

Amtrak Former Fueling Facility OU-1
ACS-64 Locomotive Building Area
Amtrak Wilmington Shops, Wilmington, Delaware
DNREC Project No. DE-0266



May 2014

Delaware Department of Natural Resources and Environmental Control
Division of Waste and Hazardous Substances
Site Investigation & Restoration Section
391 Lukens Drive
New Castle, Delaware 19720

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Approved by:

Timothy Ratsep, Environmental Program Administrator
Site Investigation & Restoration Section

Date May 6, 2014

Amtrak Former Fueling Facility
OU-1
ACS-64 Locomotive Building Area



What is the Proposed Plan of Remedial Action?

The Proposed Plan of Remedial Action (Proposed Plan) summarizes the clean-up (remedial) actions that are being proposed to address contamination found at the Site for public comment. A legal notice is published in the newspaper for a 20-day comment period. DNREC considers and addresses all public comments received and publishes a Final Plan of Remedial Action (Final Plan) for the Site.

What is the Amtrak Former Fueling Facility, OU-1?

The Former Fueling Facility is part of the Amtrak Wilmington Maintenance Shops located at 4001 Vandever Avenue in Wilmington, Delaware (Figure 1). The entire Amtrak Wilmington Shops includes both the Former Fueling Facility (DE-0266), and the Maintenance Facility (DE-0170). The Site is zoned for General Industrial (M-2) uses.

This proposed plan addresses Operable Unit-1 (OU-1), which consists of an approximate 1/3 acre portion of the site where construction of an ACS-64 Locomotive Building is planned. The building will be constructed to commission and/or perform maintenance on a new fleet of ACS-64 locomotives (Figure 2). Soil, groundwater, surface water and sediment contamination associated with the remainder of the sites will be addressed as the Amtrak Former Fueling Facility Operable Unit 2 (OU-2), and the Amtrak Maintenance Facility. DNREC is currently reviewing a Focused Feasibility Study for the Former Fueling Facility OU-2. Due to timing constraints on building construction of the ACS-64 Building, OU-1 is being addressed separately.

What happened at the Former Fueling Facility, OU-1?

According to a recent report compiled by Amtrak, the Site, constructed in 1903, was originally used for the maintenance, fueling, and servicing of locomotives and passenger train cars with coal (later diesel fuel), lubricating oil, and sand. Historically, other operations were performed at the sites, including filling caboose cabin heaters with kerosene and providing steam engines with water, sand and coal. The Former Fueling Facility Site is now used as storage for passenger railcars and as a staging location Site for maintenance-of-way and other equipment.

What is the environmental problem at the Former Fueling Facility, OU-1?

Data gathered to assess the area proposed for construction of the ACS-64 Building (including the building footprint and a 10-foot buffer) indicates that polychlorinated biphenyls (PCBs), total petroleum hydrocarbons (TPH), metals and polynuclear aromatic hydrocarbons (PAHs) are

present at concentrations in excess of DNREC screening levels and/or reporting levels in the area of proposed excavation, and the 10 foot buffer around the excavation area. EPA's Toxic Substance Cleanup Act Program (TSCA) is also involved with assessment and cleanup activities at the Site. TSCA regulates PCB contamination under federal rules and regulations. In the case of the Amtrak Former Fueling Facility, OU-1, Amtrak is preparing a separate cleanup plan for PCBs in accordance with 40 CFR 761.61(a), USEPA's self-implementing PCB remediation regulations.

What clean-up actions have been taken at the Former Fueling Facility, OU-1?

There have not been and clean-up actions taken at the Former Fueling Facility, OU-1 location (within the building footprint).

Interim measures have been taken at the facility, as a whole, to characterize PCBs in free product (diesel fuel) at the Site, to initiate free product recovery, and to further control/contain the surface occurrence of free product seepage to site drainage ditches. In addition, erosion control and sediment reduction measures were implemented at the Site in order to reduce PCBs in storm water runoff from the Site, as well as other measures in accordance with a Delaware River Basin Commission (DRBC) approved Pollutant Minimization Plan for the facility.

What does the owner want to do at the Former Fueling Facility, OU-1?

As mentioned above, the OU-1 Site is the proposed location of a new ACS-64 Locomotive Building. The building will include two perimeter inspection/service pits and office space. The current proposal is to transport all excavated material from the ACS-64 building footprint to a permitted soil disposal facility.

What additional clean-up actions are needed at the Former Fueling Facility OU-1 Site?

DNREC proposes the following remedial actions for the Site, which needs to be completed before a Certificate of Completion of Remedy (COCR) can be issued:

1. Comply with the requirements of a TSCA approved self-implementing plan under 40 CFR 761.61(a) (High Occupancy) for disposition of PCB contaminated soils above a concentration of 10 milligrams per kilogram (parts per million, ppm). As a result, other HSCA related compounds in soil within the ACS-64 Building footprint will be removed from the property for disposal at a permitted facility. All remaining soil within the building footprint will be capped by the building itself.
2. Ensure that areas around the 10 foot perimeter buffer are capped to eliminate incidental exposure of Site contaminants to Site workers until such time that a remedy is selected for the remainder of the Former Fueling Facility Site, OU-2.

What are the long term plans for the Site after the cleanup?

The OU-1 Site will be used, as proposed, to commission and/or perform maintenance on a new fleet of ACS-64 locomotives.

An Environmental Covenant, consistent with Delaware's Uniform Environmental Covenants Act (Title 7, Del. Code Chapter 79, Subtitle II) (UECA), will be recorded in the office of the Recorder of Deeds upon approval of a remedy for the OU-2 portion of the project. The covenant will include areas designated as OU-1 and OU-2.

How can I find additional information or comment on the Proposed Plan?

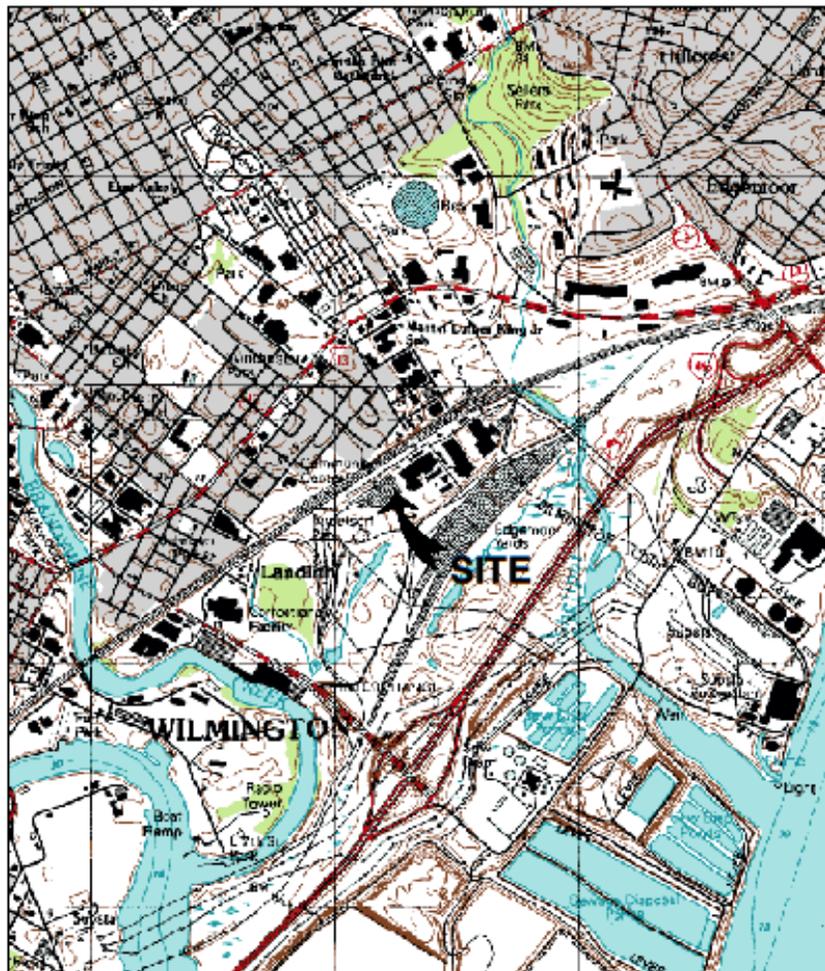
The complete file on the Site, including the Remedial Investigation Report for OU-1, is available at the DNREC office, 391 Lukens Drive in New Castle, 19720. Most documents are also found on:

<http://www.nav.dnrec.delaware.gov/DEN3/>

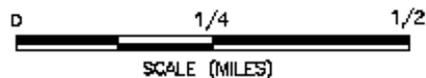
The 20-day public comment period begins on May 11, 2014 and ends at close of business (4:30 pm) on June 2, 2014. Please send written comments to the DNREC office at 391 Lukens Drive, New Castle, DE 19720 to John G. Cargill, IV, Project Officer or Robert Newsome, Public Information Officer.

Figure 1: Site Location and Topographic Map – Planned ACS-64 Locomotive Building
Figure 2: Facility Plan and Planned ACS-64 Locomotive Building Location

JGC:tlw; JGC14012.doc; DE 0266 II B 8



QUADRANGLE LOCATION



REFERENCE: USGS 7.5 MINUTE QUADRANGLE; WILMINGTON NORTH, DELAWARE/PENNSYLVANIA 1897

 Stantec 1090 ANDREW DRIVE, SUITE 140 WEBT CHESTER, PENNSYLVANIA 19380 PHONE: (610) 840-2500/840-8501 (FAX)	FOR: AMTRAK WILMINGTON MAINTENANCE FACILITY VANDEVER AVENUE WILMINGTON, DELAWARE		SITE LOCATION AND TOPOGRAPHIC MAP PLANNED ACS-64 LOCOMOTIVE BUILDING		FIGURE: 1
	JOB NUMBER: 620T.1101.05.0001	DRAWN BY: TRB	CHECKED BY:	APPROVED BY:	DATE: 4/15/2014

FILEPATH: POLLUTANT MINIMIZATION PLAN

02 CF-1101-F1.DWG

Figure 1

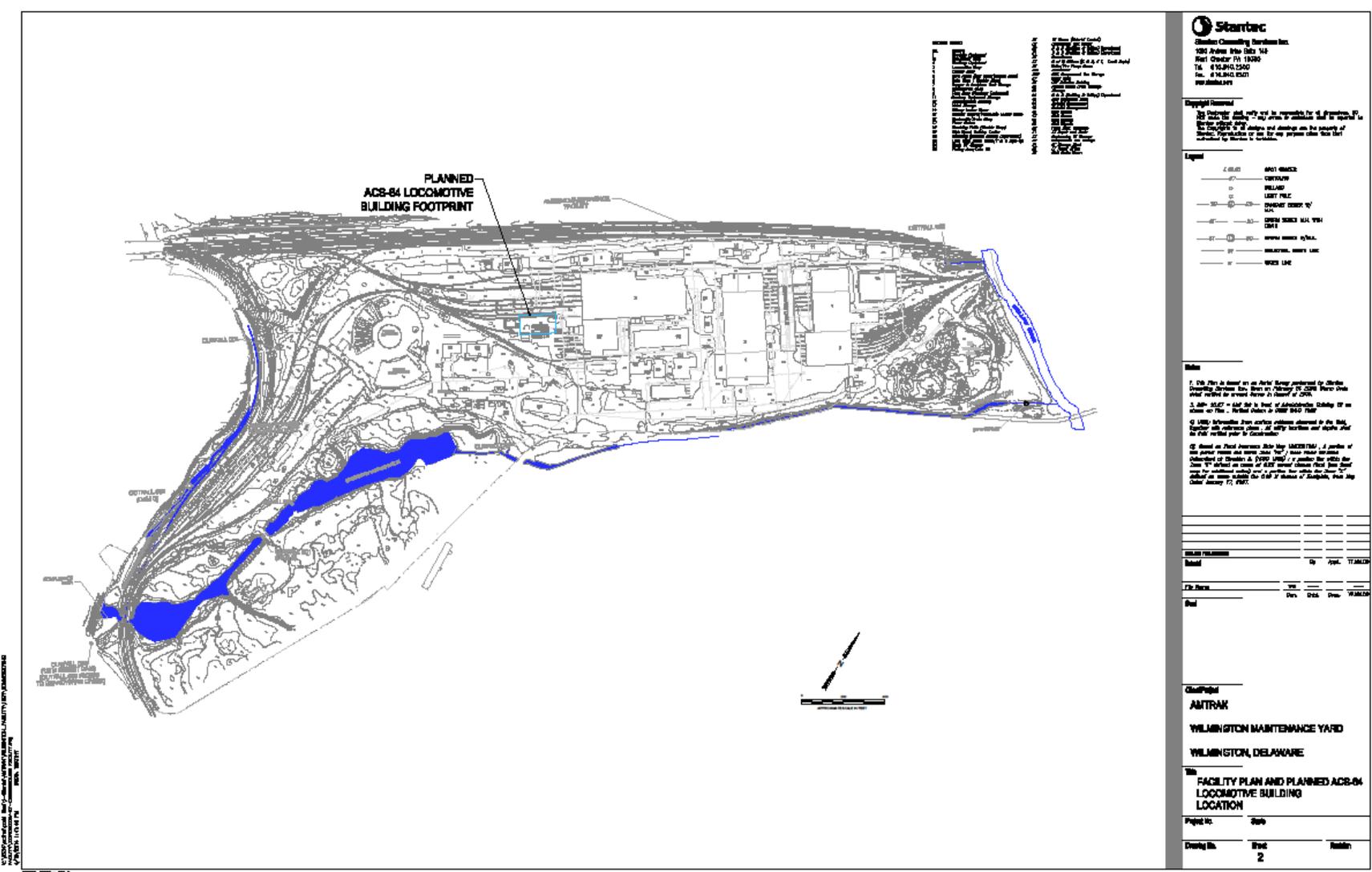


Figure 2

Glossary of Terms Used in this Proposed Plan

Certification of Completion of Remedy (COCR)	A formal determination by the Secretary of DNREC that remedial activities required by the Final Plan of Remedial Action have been completed.
DNREC Screening Levels and/or Reporting Levels	A set of concentration criteria for various contaminants potentially present in site media that are developed for protection of human health and the environment
Exposure	Contact with a substance through inhalation, ingestion, or direct contact with the skin. Exposure may be short term (acute) or long term (chronic).
Final Plan of Remedial Action	DNREC's adopted plan for cleaning up a hazardous site.
Hazardous Substance Cleanup Act (HSCA)	Delaware Code Title 7, Chapter 91. The law that enables DNREC to identify parties responsible for hazardous substances releases and requires cleanup with oversight of the Department.
Poly chlorinated biphenyls (PCBs)	A synthetic, carcinogenic chemical formerly used in a wide variety of industrial applications but banned from most uses by the US EPA in 1979.
Restricted Use	Commercial or Industrial setting
SIRS	Site Investigation Restoration Section of DNREC, which oversees cleanup of sites that were contaminated as a result of past use, from dry cleaners to chemical companies
Toxic Substance Cleanup Act (TSCA)	The federal statute requiring and regulating the cleanup of PCBs.
USEPA	United States Environmental Protection Agency