# PROPOSED PLAN OF REMEDIAL ACTION

Amtrak Former Fueling Facility OU-2
Car Shop Relocation Building Area
Amtrak Wilmington Shops, Wilmington, Delaware
DNREC Project No. DE-0266

May 2015

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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DNREC Project No. DE-0266

**Approval:**
This Proposed Plan meets the requirements of the Hazardous Substance Cleanup Act.

Approved by:

Timothy Ratsep, Environmental Program Administrator
Site Investigation & Restoration Section

May 21, 2015
Date

# Amtrak Former Fueling Facility
# OU-2
Car Shop Relocation 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-2?

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-2 (OU-2), which consists of an approximate 1/6 acre portion of the site where construction of a new Car Shop building is planned. The building will be constructed to house a machine shop, a carpentry shop, and a materials and electronics testing shop (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 3 (OU-3), and the Amtrak Maintenance Facility. Amtrak is currently updating the Human Health Risk Assessment and Focused Feasibility Study for the Former Fueling Facility OU-3. Due to timing constraints on building construction of the Car Shop Relocation Building, OU-2 is being addressed separately.

## What happened at the Former Fueling Facility, OU-2?

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-2?

Data gathered to assess the area proposed for construction of the Car Shop Relocation Building (including the building footprint and a 10-foot buffer) indicates that polychlorinated biphenyls (PCBs), 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-2, 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-2?

There have not been and clean-up actions taken at the Former Fueling Facility, OU-2 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-2?

As mentioned above, the OU-2 Site is the proposed location of the Car Shop Relocation Building. The building will include a machine shop, a carpentry shop and a materials and electronics testing shop. The current proposal is to transport all excavated material from the Car Shop Relocation Building footprint to a permitted soil disposal facility. As an added safety measure, Amtrak intends to install a vapor barrier between the ground surface and the concrete slab building foundation.

## What additional clean-up actions are needed at the Former Fueling Facility OU-2 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 Car Shop Relocation 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-3.

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

The OU-2 Site will be used, as proposed, to house Amtrak's Car Shop.

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-3 portion of the project. The covenant will include areas designated as OU-1, OU-2, and OU-3.

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

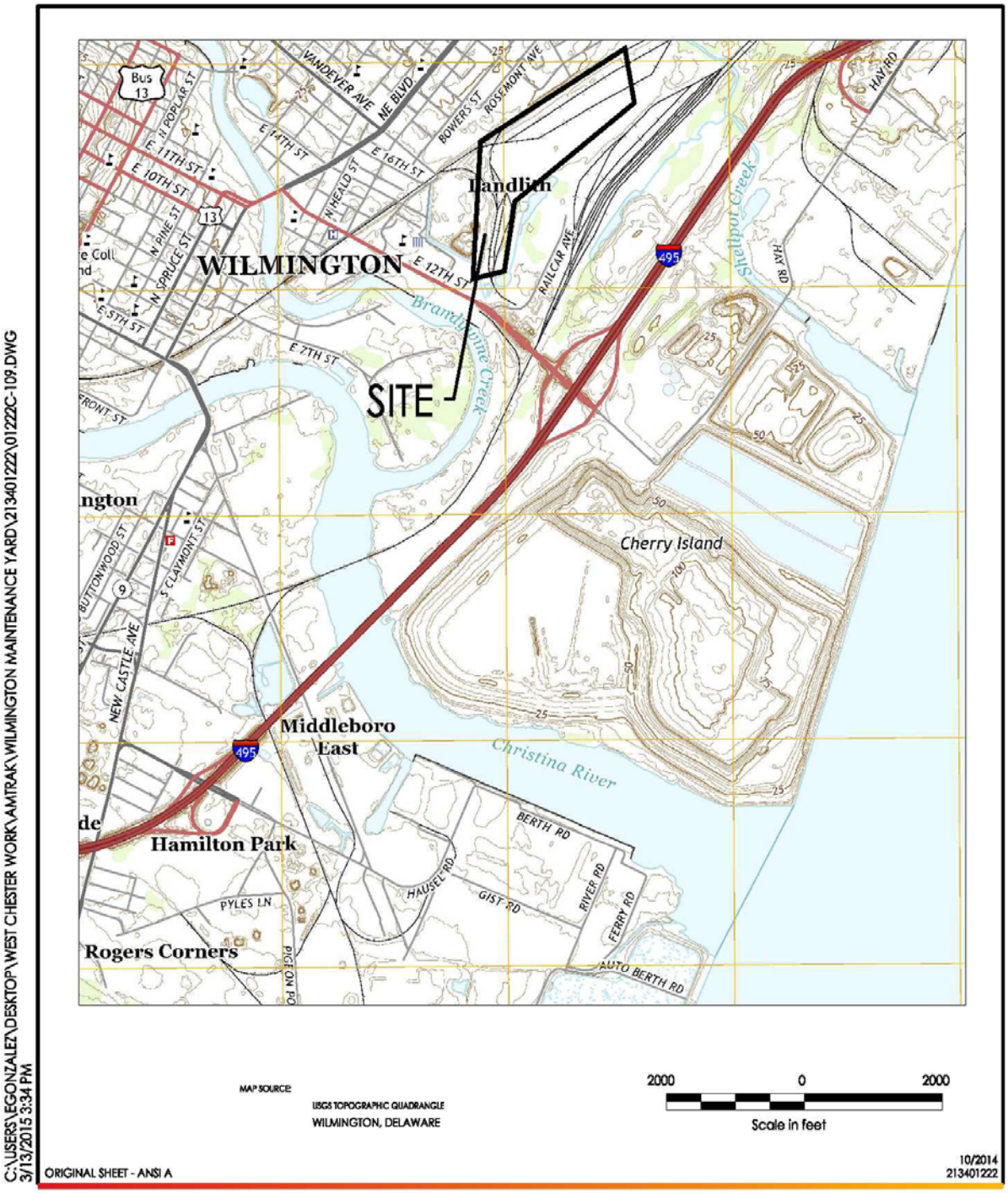
The complete file on the Site, including the Remedial Investigation Report for OU-2, is available at the DNREC office, 391 Lukens Drive in New Castle, 19720. Most documents are also found on:

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

The 20-day public comment period begins on May 27, 2015 and ends at close of business (4:30 pm) on June 16, 2015. 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 Plan
Figure 2: Proposed Car Shop Relocation Building Location

JGC:vdh; JGC15016.doc; DE 0266 II B 8




Stantec

400 Davis Drive, Suite 400
Plymouth Meeting, PA 19462

Client/Project
AMTRAK
WILMINGTON MAINTENANCE FACILITY
WILMINGTON, DELAWARE

Figure No.
1-1

Title
SITE LOCATION PLAN

**Figure 1**

Stantec

**Notes**

1. Coordinate System: NAD 1983 StatePlane Delaware FIPS 0700 Feet
2. Source: Stantec
3. Aerial & Topo Image courtesy of USGS Earthstar Geographics SIO © 2015 Microsoft Corporation
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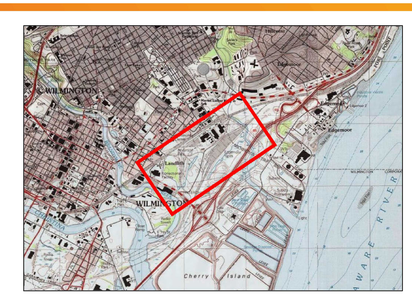
**Legend**

- PROPOSED CAR SHOP RELOCATION BUILDING
- PROPOSED ACS-64 BUILDING FOOTPRINT
- PLANNED SOIL STOCKPILE AREA
- WILMINGTON MAINTENANCE YARD PROJECT BOUNDARY

0 400 800 Feet

1:2,400 (At original document size of 22x34)

N




Project Location
CITY OF WILMINGTON
NEW CASTLE COUNTY, DE

213402048
Prepared by GWC on 3/24/2015
Technical Review by PM on 5/11/2015

Client/Project
AMTRAK
MAINTENANCE YARD

Figure No.
**2**

Title
**PROPOSED CAR SHOP RELOCATION BUILDING LOCATION**

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# 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 |