



PROPOSED PLAN OF REMEDIAL ACTION

Amtrak Maintenance Facility OU-2
Wreck Track Removal
Amtrak Wilmington Shops, Wilmington, Delaware
DNREC Project No. DE-0170



July 2016

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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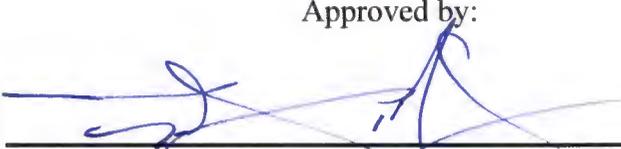
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Approval:

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

Approved by:

Timothy Ratsep, Environmental Program Administrator Site Investigation & Restoration Section
Date <u>July 28, 2016</u>

Amtrak Maintenance Facility
OU-2
Wreck Track Removal



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 Maintenance Facility, OU-2?

The Maintenance 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 Maintenance Facility (DE-0170), and the Former Fueling Facility (DE-0266), and the Site is zoned for General Industrial (M-2) uses.

This proposed plan addresses Operable Unit-1 (OU-2), which consists of a 700 foot by 9 foot portion of the site (0.14 acres) where improvements to the Wreck Track is planned (Figure 2). Soil, groundwater, surface water and sediment contamination associated with the remainder of the site will be addressed as the Amtrak Maintenance Facility Operable Unit 1 (OU-1), and the Former Amtrak Former Fueling Facility (OUs 1, 2, 3, and 4).

What happened at the Maintenance Facility?

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 Maintenance Facility Site is currently active, and is used for primarily for maintenance of locomotives and railroad equipment.

What is the environmental problem at the Maintenance Facility, OU-2?

Data gathered to assess the area of disturbance for the Wreck Track improvement project indicates that polychlorinated biphenyls (PCBs) are present at concentrations in excess of DNREC-SIRS screening levels. 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 Maintenance Facility Wreck Track Removal, 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 Maintenance Facility, OU-2?

There have not been any clean-up actions taken at the Maintenance Facility, OU-2 location (within the proposed area of disturbance).

Erosion control and sediment reduction measures have been 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 Maintenance Facility, OU-2?

As mentioned above, the OU-2 Site is the location of a track improvement project. The current proposal is to transport all excavated material from the area of disturbance to a permitted soil disposal facility.

What additional clean-up actions are needed at the Maintenance Facility OU-2?

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) (Low Occupancy) for disposition of PCB contaminated soils above a concentration of 25 per kilogram (parts per million, ppm). All remaining soil within the area of disturbance will be capped by new railroad track.

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

The OU-2 Site will continue to be used as rail lines associated with the maintenance of railroad equipment.

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-1 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-2, is available at the DNREC office, 391 Lukens Drive in New Castle, 19720. Most documents are also found on:

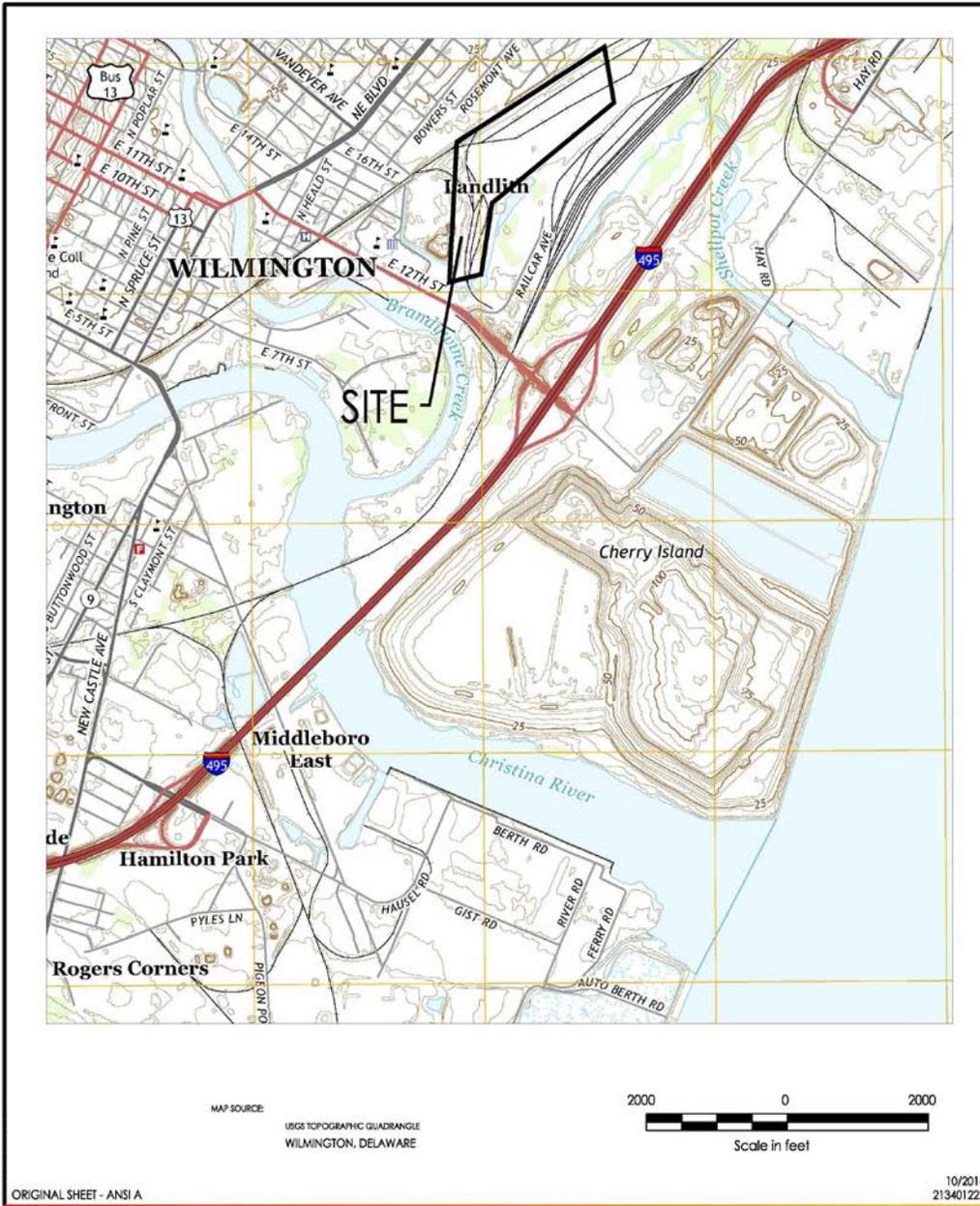
<http://www.nav.dnrec.delaware.gov/DEN3/>

The 20-day public comment period begins on July 31, 2016 and ends at close of business (4:30 pm) on August 22, 2016. 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: Wreck Track Soil Boring Location Plan

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400 Davis Drive, Suite 400
Plymouth Meeting, PA 19462

Client/Project
AMTRAK
WILMINGTON MAINTENANCE FACILITY
WILMINGTON, DELAWARE
Figure No.
1
Title
SITE LOCATION PLAN

Figure 1

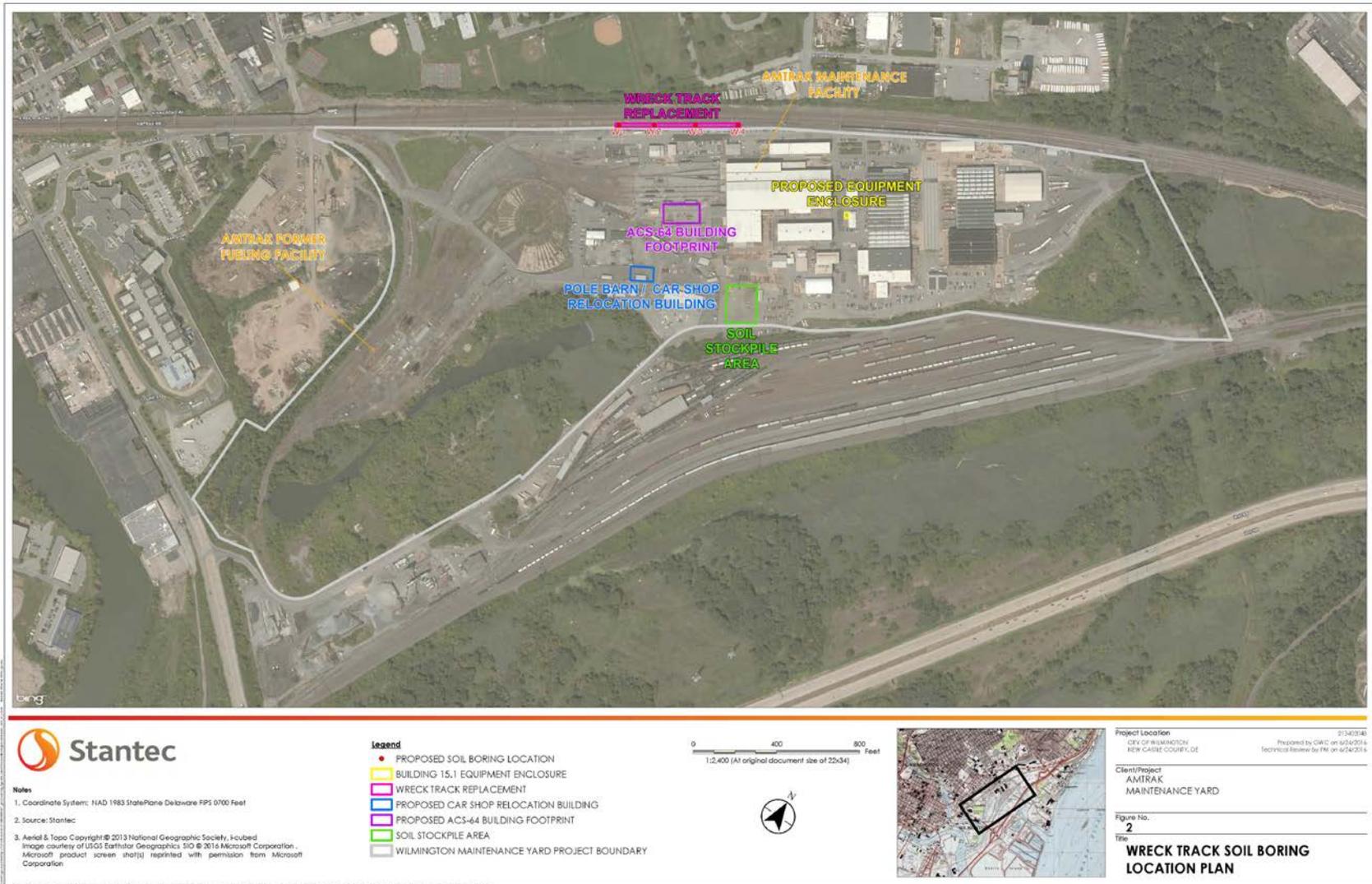


Figure 2

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