

Upcoming Meetings

-Tuesday, June 26
Milltown Reservoir Redevelopment Working Group
-Tuesday, July 3

Pile Driving at I-90 Bridge



Current work—continued:

- Continue to stockpile soils suitable for restoration (growth media) on site. This **growth media** has been excavated and stored for future use in reclaiming the land once the cleanup is complete.
- The US Army Corps of Engineers (USACE) has completed the drilling of 6 sixteen inch holes on the east-bound bridge, west end, for pile installation to stabilize I-90 bridge abutments. **Pile installation** started June 19th.
- **Test grout columns** have been completed and have cured the required 7 days. Testing of these columns started June 19th & will continue throughout this week.
- USACE is finishing the initial **outer jet grout wall** on the east-bound bridge, west end. This outer jet grout wall is installed to prevent the higher pressure grout from entering the river during slope stabilization jet grouting .

Upcoming work:

- Continue bypass channel excavation
- Continue installing rail loading pad
- Continue grout column testing (USACE)
- Continue abutment pile installation (USACE)
- This week: Starting Opportunity rail spur installation

PROJECT SCHEDULE

| | |
|------|---|
| 2007 | Build haul roads Build flood berms I-90 bridge mitigation MRL bridge mitigation Build bypass channel Build pedestrian trail Construct rail lines Rail hauling sediment Stage 2 drawdown Build coffer dam Spillway removal |
| 2008 | Spillway removal Sediment removal Replace Hwy 200 bridge Dam removal Powerhouse removal Restoration Redevelopment |
| 2009 | Restoration Redevelopment |
| 2010 | Restoration Redevelopment |
| 2011 | Restoration Redevelopment |



ACTIVITY COORDINATION

Currently about 3000 gpm of water is being pumped to de-water the bypass channel, much of it in the Duck Bridge area.

It is expected that this pump rate will reach 3500-4000 gpm. This pumping may have dried up 2 shallow (13' and 17') hand-dug wells in the Piltzville area. New, deeper wells have been installed by EPA contractors, to replace the hand-dug wells.

Please contact EPA as soon as possible if you encounter any **well problems** in the Piltzville area.



Excavation of bypass channel in Rail Bridge Area

Weekly Update

Milltown Reservoir Sediments Superfund Site

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<http://www.cfrtac.org>

Status: The Milltown Reservoir cleanup project is going well and is on schedule for dam removal in spring 2008. Project workers have now logged **47,154 hours** without time lost to injury.

Currently:

- Excavation of the **bypass channel** continues, removing on average 5500 cubic yards (yd³) per day. Workers are now digging in two locations. Workers continue to expand the footprint of the test pit, moving to the east. Now workers have also begun digging to the east where the rail road bridge will go in over the bypass channel. To date, over 150,000 yd³ have been removed (about 25% of the total bypass excavation volume.) By the time the bypass channel is finished in late September 2007, more than 600,000 yd³ of material will have been removed. The excavated material will be sent by rail to the Anaconda Smelter Superfund Site waste repository beginning in September 2007.
- Excavation and sorting has been completed on about 17,000 yd³ of **old landfill debris**. Soils from this excavation will be placed in Tunnel Pond after the spillway has been removed. Old tires will be taken to a landfill, & Metal recycled or taken to a landfill.
- Work continues on the 3600 ft **rail loading pad**. Approx 1000 ft remains to be completed. Rail bed installation will continue after loading pad completion. Workers are currently excavating the contaminated sediment in the bed of the bypass channel so the piece for the railroad bridge crossing the channel can be installed.
- The final **inclinometer** for monitoring I-90 slop stability was installed June 19th.
- Envirocon is pumping 28 **dewatering wells**, to aid the bypass channel excavation. Presently about 3000 gallons per minute (gpm) is being pumped. It is expected that about 3500 to 4000 (gpm) will be the peak pumping rate during future bypass channel construction.



Dewatering discharge in Duck Bridge area



These weekly updates are intended to provide you with the latest information about remediation, restoration and redevelopment activities at the Milltown Reservoir.



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