

United States Environmental Protection Agency
Region V
POLLUTION REPORT

Date: Monday, June 16, 2014
From: Bradley Benning, OSC

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Subject: Erosion Control Work
Midwest Metallics Site
7955 West 59th Street, Summit, IL
Latitude: 41.7775000
Longitude: -87.8203000

POLREP No.: 21	Site #: B5J2
Reporting Period: 6/2/2014 to 6/15/2014	D.O. #: 0031
Start Date: 11/14/2005	Response Authority: CERCLA
Mob Date: 6/15/2009	Response Type: Time-Critical
Demob Date: 10/16/2009	NPL Status: Non NPL
Completion Date:	Incident Category: Removal Action
CERCLIS ID #: ILD054348974	Contract # 30228-0031
RCRIS ID #:	

Site Description

The Site is located at 7955 West 59th Street in the City of Summit, Cook County, Illinois. Approximately 23 acres in size, the Site is located 10 miles southwest of Chicago, Illinois. The Site is located in the west-central section of Summit, and has the geographic coordinates of latitude 41.46.39 N, longitude 87.49.13 W. The Site is bordered by an industrial complex and 59th Street to the north; by railroad tracks and an automobile junkyard to the east; and by railroad tracks and railroad yard to the south and west. Although the Site is located in an industrial neighborhood, there is significant residential development less than 1000 feet to the southeast of the site.

The Site previously operated as a scrap metal processing/recycling facility for more than 20 years. The scrap metal shredder was utilized for the processing of scrap metal articles, such as automobile hulks and light iron. The shredding process facilitates separation of ferrous and nonferrous metals from nonmetallic materials contained in the feed material; after separation, the remaining material is commonly referred to as shredder residue. Shredder residues consist predominantly of nonmetallic solid material, including plastic, glass, rubber, soil, carpet and fabric. It is an unconsolidated, heterogeneous solid, medium to dark brown in color and typically exhibiting a slight, musty odor.

Key Site features include the main ASR pile, two sets of abandoned railroad tracks, the former materials processing/shredder area, a surface water impoundment located along the northern edge of the Site, and two office/garage buildings currently being leased to trucking companies. The main ASR pile extends along the Site's eastern border in a north-northeast/south-southwest direction and measures approximately 875 feet along its longest axis. The pile ranges in height from 30 to 70 feet above ground surfaces and in width from 125 to 250 feet. Two separate operations are active at the Site. These companies have leased discrete areas in the west-central and northeastern sections of the Site to conduct their operations. Generally, ground elevations increase by five to 10 feet from north to south, with drainage patterns to the north and northeast. Water and/or leachate from the ASR pile was observed accumulating along the east border and flowing off the Site toward the adjacent automobile junkyard. Other small piles of ASR are located throughout the Site, and many of the berms on Site are constructed of ASR material.

A Removal Site Assessment was conducted on March 15, 2000, to determine the extent of the automobile shredder residue ("ASR") previously observed at the Site, and to obtain additional analytical

data to warrant a removal action. Samples of the ASR were collected from various locations throughout the Site. Eleven samples were collected at 200 foot intervals along the base of the large pile, and eight samples were collected on the top of the pile. Eight surface samples, a sediment sample and one water sample were also collected. The samples were analyzed for Total lead, TCLP metals, and PCBs. The results identified total lead levels ranging from 20.6 to 180,000 ppm, TCLP lead levels of 0.283 to 94.1ppm, and PCBs from 7.6 to 217.7 ppm. The ASR appears to cover an area in excess of 20 acres with depths ranging from one to 10 feet. The largest volume of ASR is located in the pile along the eastern perimeter and is estimated to contain 350,000 cubic yards. In addition to the ASR, the Site allegedly has four underground fuel storage tanks which probably contained diesel fuel for the Site vehicles. The condition and/or possible contamination from these tanks were not addressed during the initial site assessment activities. These potential fuel tanks are outside the scope of this removal action.

Current Activities

Due to the significant delay in implementing the redevelopment project, the temporary cover material placed on the pile in 2009, showed severe erosion along the side slopes. Deep erosion gulleys were forming, exposing the ASR waste.

Between 6/2/2014 and 6/15/2014, ERRS mobilized to the site to repair the side slopes.

6/2/2014 - Equipment and personnel mobilize to site.

6/3 to 6/14/2014 - All side slopes were regraded utilizing cover material that had accumulated at the base of the slopes. Minor amount of new cover was brought in to supplement as needed. Drainage swales were cleared and the onsite detention pond was excavated to removed material that had accumulated in the pond and reduced its capacity. Rock berms were installed around the lower base and top slope to help in slowing runoff and reducing erosion on the slopes.

6/14/2014 - All work was completed.

6/15/2014 - Personnel demobed.

6/16/2014 - Equipment demobed.

Planned Removal Actions

No additional removal activities are planned at this time.

Next Steps

The redevelopment plan is still viable, awaiting permit approval for the proposed disposal location for the ASR material.

Key Issues

None

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
ERRS - Cleanup Contractor	\$1,250,000.00	\$1,035,000.00	\$215,000.00	17.20%
RST/START	\$54,500.00	\$32,000.00	\$22,500.00	41.28%
Intramural Costs				
Total Site Costs	\$1,304,500.00	\$1,067,000.00	\$237,500.00	18.21%

* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

