

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Pilsen Soil OU1 Railroad Spur and Alley Site - Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region V

Subject: POLREP #6
Progress
Pilsen Soil OU1 Railroad Spur and Alley Site
C5N8 OU1
Chicago, IL
Latitude: 41.8535941 Longitude: -87.6610085

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From: Ramon Mendoza, On-Scene Coordinator

Date: 7/22/2016

Reporting Period: 4/1/2016 to 7/6/2016

1. Introduction

1.1 Background

Site Number:	C5N8 OU1	Contract Number:	
D.O. Number:		Action Memo Date:	6/22/2015
Response Authority:	CERCLA	Response Type:	Time-Critical
Response Lead:	PRP	Incident Category:	Removal Action
NPL Status:	Non NPL	Operable Unit:	1
Mobilization Date:	11/16/2015	Start Date:	11/16/2015
Demob Date:		Completion Date:	
CERCLIS ID:		RCRIS ID:	
ERNS No.:		State Notification:	
FPN#:		Reimbursable Account #:	

1.1.1 Incident Category

Time Critical Removal Action

1.1.2 Site Description

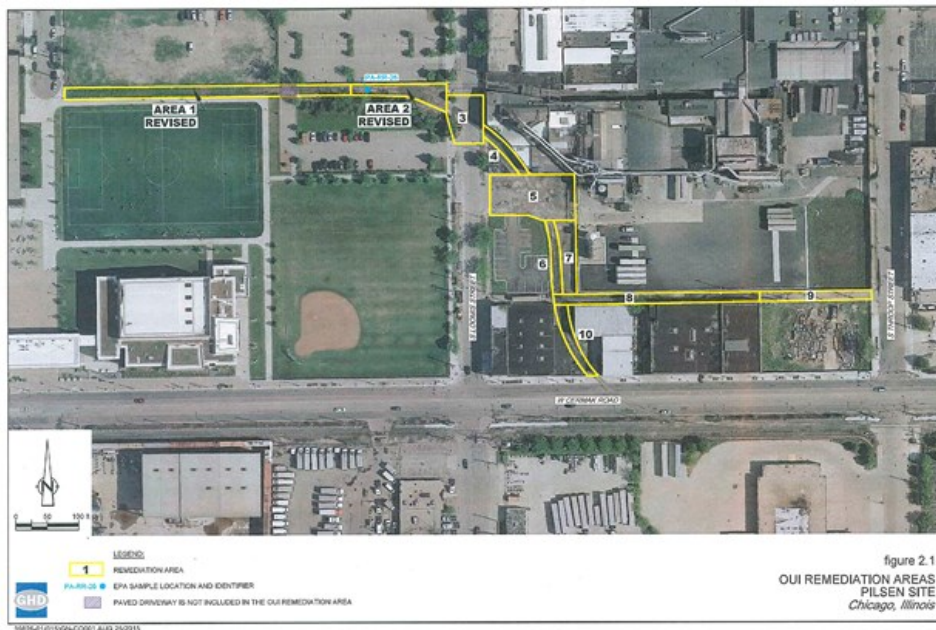
The Site consists of an alley (owned by the City of Chicago) and a railroad spur (historically operated by Burlington Northern Santa Fe Railway [BNSF]) located in the Lower West Side (Pilsen) area of Chicago, Cook County. The Site is in the City's 25th Ward. The east to west portion of the alley is approximately 460 feet (ft) long and 18 ft wide (approximately 8,280 square feet [ft²] in area) and is roughly paved with asphalt over 25% of its length from the east side. The north to south portion of the alley is about 110 feet long. The remaining 75% of the alley is soil. The alley connects South Loomis Street and South Throop Street and is south of West 21st Street and north of West Cermak Road. The alley is bordered to the north by H. Kramer and Company (H. Kramer) and Co., the east by South Throop Street, to the south by commercial and industrial businesses, and to the west by the railroad spur and then South Loomis Street.

The railroad spur is approximately 1,120 ft long and 28,215 ft² in total area. The railroad spur consists of an unused rail track and soil and asphalt where it is bisected by South Loomis Street. The western portion of the railroad spur is located in the north region of a property occupied by the Benito Juarez Community Academy (Juarez), located at 1450-1510 West Cermak Road. The railroad spur curves to the south,

crosses South Loomis Street, and extends along the west boundary of H. Kramer, located at 1345 West 21st Street. The eastern portion of the railroad spur is bordered by businesses along Loomis Street and West Cermak Road to the south. According to a historical Sanborn fire insurance map, the railroad spur and the alley have existed since at least 1914.

The alley and railroad spur soil (surface soil and subsurface soil) generally consists of silty, clayey, sandy, and gravelly fill materials. In the alley soil, some traces of wood chips, cinders, pieces of glass, brick, plastic debris, and slag were observed [slag was observed in eight alley soil borings and one railroad spur soil boring]. Slag is a solid-phase waste generated by secondary lead processing. In general, the surface and subsurface railroad soil contained more gravel than the alley soil. The western portion of the railroad spur west of Loomis street also contained vegetation (weeds) and garbage.

These aforementioned areas have been divided into 10 Areas as shown below (Please note that Area 1 east is the portion directly north of the baseball field.) :



1.1.2.1 Location

In addition to the information provided in the previous section. The geographical coordinates for the alley portion of the Site are 41° 51' 10.38" North latitude and 87° 39' 35.54" West longitude. The geographical coordinates for the railroad portion of the Site are 41° 51' 13.58" North latitude and 87° 39' 41.66" West longitude. The Site is an industrial site in a residential neighborhood with a portion of it (Western Area of the Railroad Spur west of Loomis Street) located within a ¼-mile of two schools - Juarez and the Manuel Perez Jr. Elementary School (Perez). Two City of Chicago parks are located within a ½-mile-radius of the Site, Dvorak Park and Throop Park.

1.1.2.2 Description of Threat

EPA Removal Site Assessment analytical results document high levels of Lead in soil at or near the surface (which exceed the EPA Removal Management Level [RML] of 800 mg/kg for industrial use scenario). Access to the Alley is unrestricted and the fence in portions of the railroad spur is inadequate to prevent trespassers. The surface soil at the Site has the potential to migrate offsite via wind, rain, vehicular and pedestrian traffic, or manual dispersion and presents a threat of exposure to the residents and workers in the surrounding area.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

EPA conducted a removal site assessment from Dec. 2012 to 2013 in the field and found that average alley surface soil total lead was 2419 mg/kg. Average railroad spur surface soil total lead was 4340 mg/kg. In addition to the high concentrations of total lead, two soil samples from the alley and one from the railroad spur collected from 0 to 6 inches bgs contained TCLP lead at concentrations exceeding the TCLP lead regulatory limit of 5.0 mg/L in 40 C.F.R. § 261.24(b).

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

Responsible Parties initiated the cleanup at the Site on 11/16/2015. EPA OSC and EPA START oversaw the cleanup onsite. The overall goal of the removal action is to remove the threat of lead exposure to surrounding residents and workers from surface soil through: 1) removal of soil contaminated with high levels of lead above the EPA RML, and 2) placement of permanent covers at the Site.

2.1.2 Response Actions to Date

A. Response actions taken from 11/16 to 12/30/2015 are documented (with detail) in the previous POLREPS #1,2,3,4, & 5. To summarize, during the aforementioned period, high levels of lead contaminated soil (above the hazardous waste characteristic) were excavated, treated (to non-hazardous waste) and disposed offsite at a permitted landfill in Areas 4 and 8. In addition, low levels of lead contaminated soil (non-hazardous) were excavated and disposed offsite at a permitted landfill. Solid waste, vegetation, most rail ties and rail were also removed. All areas were graded with gravel cover with an underlying geotextile fabric for preparation for asphalt, except for Area 1 west where a final gravel cover was completed. Since the Asphalt plants closed in November, work crews temporarily demobed on 12/30/2015, with plans to return in April 2016.

B. The following response actions were taken from April 1 to July 6, 2016:

4/1/2016 - H.Kramer contractors met with Chicago DOT (CDOT) officials to review the scope of the grading and paving work for Areas 5,7,8, &9 (areas to be paved by the City DOT).

4/11/2016 - H Kramer met with BNSF representatives and contractors and the remaining railroad ties were removed on April 25.

5/3 to 5/5/2016 - CDOT crews completed final grading of Areas 7,8, and 9.

5/20/2016 CDOT crews completed final asphalt paving work in Areas 7,8, and 9.

5/26 to 5/27/2016 CDOT crews conducted asphalt grading and paving work in Area 5.

6/3/2013 CDOT crews completed work to raise the two manhole covers in Area 5

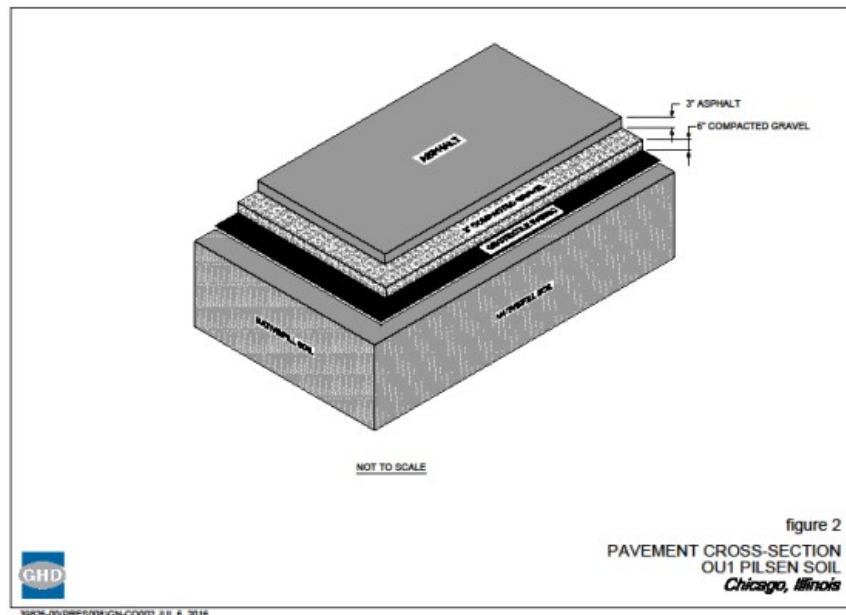
6/9/2016 EPA OSC inspection found that the asphalt cover in a NE portion of Area 5 around the fire hydrant is in adequate and was not compacted adequately. H. Kramer contractor (GHD) /Manager was notified. GHD manager is working with the CDOT to complete repairs.

6/17 to 6/27/2016 H. Kramer contractors (GHD and RW Collins) completed the grading work and asphalt paving of Area 1 east, Area 2,4,6, and 10.

7/5-6/2016 H. Kramer contractor (RW Collins) installed traffic bollards in Areas 1 east and 2.

Crews have de-mobilized from the Site until the planned work is implemented (See Planning Section).

The following asphalt cover design was placed in Areas 1 east, 2,4,5,6,7,8,9,10. Please note that the compacted gravel layer is 6 inches thick except for Areas 1 east and 2 (where it is 3 inches). The finished (compacted) asphalt is layer is three inches thick:



2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

On 9/29/2015 EPA signed an Settlement Agreement and Order on Consent For Removal Action with the

2.1.4 Progress Metrics

Pilsen Soil Ou1 Area Name	Lead Contaminated Soil Excavated and Disposed	Disposal Facility	Comment
Area 1	175.3 cubic yards	Laraway RDF, Waste Management (Joliet, IL)	Excavated for grading and to meet cleanup goal.
Area 2	60.4 cubic yards	Laraway RDF, Waste Management (Joliet, IL)	Excavated for grading
Area 4 (Treated for TCLP Lead)	31.8 cubic yards	Laraway RDF, Waste Management (Joliet, IL)	
Area 8 (Treated for TCLP Lead)	73.2 cubic yards	Laraway RDF, Waste Management (Joliet, IL)	
Area 8	97.4 cubic yards	Laraway RDF, Waste Management (Joliet, IL)	Excavated for grading
Area 6 & 7	162 cubic yards	Laraway RDF, Waste Management (Joliet, IL)	Excavated for grading
Total	600.1 cubic yards		

Waste Stream	Medium	Quantity	Manifest #	Treatment	Disposal
Railroad ties (wood)		575 feet			disposal thru energy recovery, Staged BNSF Yard (Chicago)
Rails (steel)		1150 feet			recycled.
Solid waste (Garbage and Vegetation)		38.8 tons			----- Shred-AI solid waste transfer station (Chicago)

2.2 Planning Section

2.2.1 Anticipated Activities

All Site work regarding grading and paving are completed except for repairs to the NE portion of the Asphalt cover in Area 5. EPA has contacted the City of Chicago to help facilitate this work.

H. Kramer contractor will conduct final Surveys.

2.2.1.1 Planned Response Activities

All aforementioned activities will be coordinated with CDOT and H. Kramer contractors.

2.2.1.2 Next Steps

In addition to the planned and anticipated activities, OSC will continue to work with EPA community to address concerns from the community and media as they come.

2.2.2 Issues

Area 5 asphalt repair needs to be completed.

2.3 Logistics Section

No information available at this time.

2.4 Finance Section

2.4.1 Narrative

Note: A request to increase the START contractor support by \$25000 is in the process of being approved at this time.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
TAT/START	\$75,000.00	\$52,605.24	\$22,394.76	29.86%
Intramural Costs				
Total Site Costs	\$75,000.00	\$52,605.24	\$22,394.76	29.86%

* 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.

2.5 Other Command Staff

2.5.1 Safety Officer

Ramon Mendoza, EPA OSC,

Walt Pochron, GHD

2.5.2 Liaison Officer

2.5.3 Information Officer and Community Relations

Philippa Cannon, EPA (PIO support)

Clarke, Rosita, EPA (Community Relation).

Leon, Heriberto, EPA (Community Relation).

Muhtsun, Ruth (Community Relation).

3. Participating Entities

3.1 Unified Command

None

3.2 Cooperating Agencies

City Department of Transportation

Alderman Solis Office (City of Chicago)

4. Personnel On Site

Pilsen OU1 Removal – Personnel Counts									
Date	BNSF	Chicago Streets and Sanitation	DF Rail Group	EPA	GHD	Hygieneering	RW Collins	START	W-T Land Surveying Inc.
Average Daily May thru July	-	-	-	1	2	-	3 to 7	1	-

5. Definition of Terms

No information available at this time.

6. Additional sources of information

No information available at this time.

7. Situational Reference Materials

No information available at this time.

POLREP #6 Last Updated 1/30/2020