

United States Environmental Protection Agency
Region IV
POLLUTION REPORT

Date: Wednesday, January 7, 2009

From: Matthew Huyser

Subject: Improved security and vehicle path
Smokey Mountain Smelters
1508 Maryville Pike, Knoxville, TN
Latitude: 35.9191830
Longitude: -83.9264810

POLREP No.:	2	Site #:	A4MD
Reporting Period:	1/4/2009 - 1/7/2009	D.O. #:	
Start Date:	11/18/2008	Response Authority:	CERCLA
Mob Date:	11/17/2008	Response Type:	Time-Critical
Demob Date:		NPL Status:	Non NPL
Completion Date:		Incident Category:	Removal Action
CERCLIS ID #:	TND098071061	Contract #	
RCRIS ID #:			

Site Description

See POLREP #1 for site description and background information.

Current Activities

ERRS crews from Environmental Restoration remobilized to the Site on January 4, 2009 to begin work on Monday, January 5. Between January 5 and January 7, ERRS worked to install further security measures to prevent and hinder access by trespassers, and install an access road around the site for future operations.

Heavy rain, cold, and consistently wet weather created a muddy work environment that only mildly slowed operations throughout the week. High winds on January 7 caused materials such as wood and tin to fall from the main building from heights of over 50 feet. Due to the prevailing wind direction, falling materials traveled into the building and there was no immediate danger to personnel in the area outside; however, all ERRS and EPA crews were kept out of the building due to this hazard.

ERRS opened the lower gate at the north end of the site (located adjacent to Maryville Pike) and cleared brush and other debris that had accumulated on the original roadway to the Site. A firm road surface was uncovered running along the northern boundary of the Site for approximately 300 feet. The entrance to this roadway at the lower gate is pointed northeast towards the intersection of Maryville Pike and Caleb Ave, but the firm road surface only stretched 20 feet beyond the gate and did not extend the last 90 feet to the intersection. The stretch of 90 feet crosses a mowed field and includes a 4 foot drop at 20 percent grade from Caleb Ave.

The firm road surface essentially ended at a loading dock at the west end of the building. In order to provide a drivable and safe path around the building ERRS cleared and graded a path around the west side of the building beyond the loading dock, up a ramp at the southeast end, and towards the baghouses at the southwest corner. A driving path was cleared around the baghouses on the concrete pad where they were sitting. Concrete barriers and other non-waste debris was piled along the edge of the concrete area to create a safety curb and prevent vehicles from approaching the 2 foot vertical drop off the pad.

The driving path was extended around the south wall of the main building and through a lightly wooded area at the east side. It was not extended to the paved road on the Witherspoon property (at the northeast corner of the building) due to a small gate size that permitted pedestrian traffic only. However, the gate could easily be expanded to allow for vehicle traffic if necessary.

On January 5, it a 2 foot wide hole was discovered in the new fencing that had been installed in November, 2008, at the primary entry path for trespassers. Also, two of the warning signs near the entry point had been broken from their mounts and were laying on the ground. On January 6, the signs were remounted and a portion of new fencing was installed over the hole. A length of 5/16" "aircraft" cable was

wound around the fencing in the entry area to make cutting through the fence more difficult. From January 6 to 7, felled trees, brush, and briars were relocated to the entry point and surrounding area. It has been observed that the common access point is in a location of least vegetation, and neither fencing or signage is an effective security measure, so it is anticipated that piling vegetation and other obstructions in the area will create a difficult traverse into the site and deter future trespassers.

ERRS crews demobilized from the Site on January 7.

A representative from EPA ERT visited the Site on January 6 to assess conditions at the site for investigative sampling of waste materials and runoff effects. Components of the sampling event will likely include reactivity and treatability testing of the dross material, sediment sampling from the offsite creek, and groundwater sampling from residential drinking water wells that were excluded from the original assessment.

Planned Removal Actions

- Install security measures to prohibit access to the Site by unauthorized personnel (COMPLETE)
- Investigate the nature and extent of waste materials dumped at the Site, and hazardous substances, pollutants, and contaminants being released from the Site, including control measures to prevent future releases (ONGOING)

Next Steps

EPA, ERT, and the TDEC will coordinate interests and requests for sampling from the Site so that data needs can be fully completed in a single sampling event without overlap from separate parties. Residential groundwater well targets will be assembled by TDEC.

Key Issues

Rain events created a soft and muddy driving path, requiring vehicles to vary their driving paths to avoid getting stuck. In the event of an expanded removal action requiring heavy traffic and access for large truck rigs, a stable access road will have to be constructed along both the mowed field when entering the Site, and around the west and south portions of the building. Also, the final 20 feet of the access road around the east side of the building will have to be completed by clearing brush and widening a gate in the fence. For completion of the current removal action, which will use only light trucks and small trailers, the present path is sufficient.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
ERRS - Cleanup Contractor	\$62,000.00	\$19,773.53	\$42,226.47	68.11%
Intramural Costs				
Total Site Costs	\$62,000.00	\$19,773.53	\$42,226.47	68.11%

* 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.

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