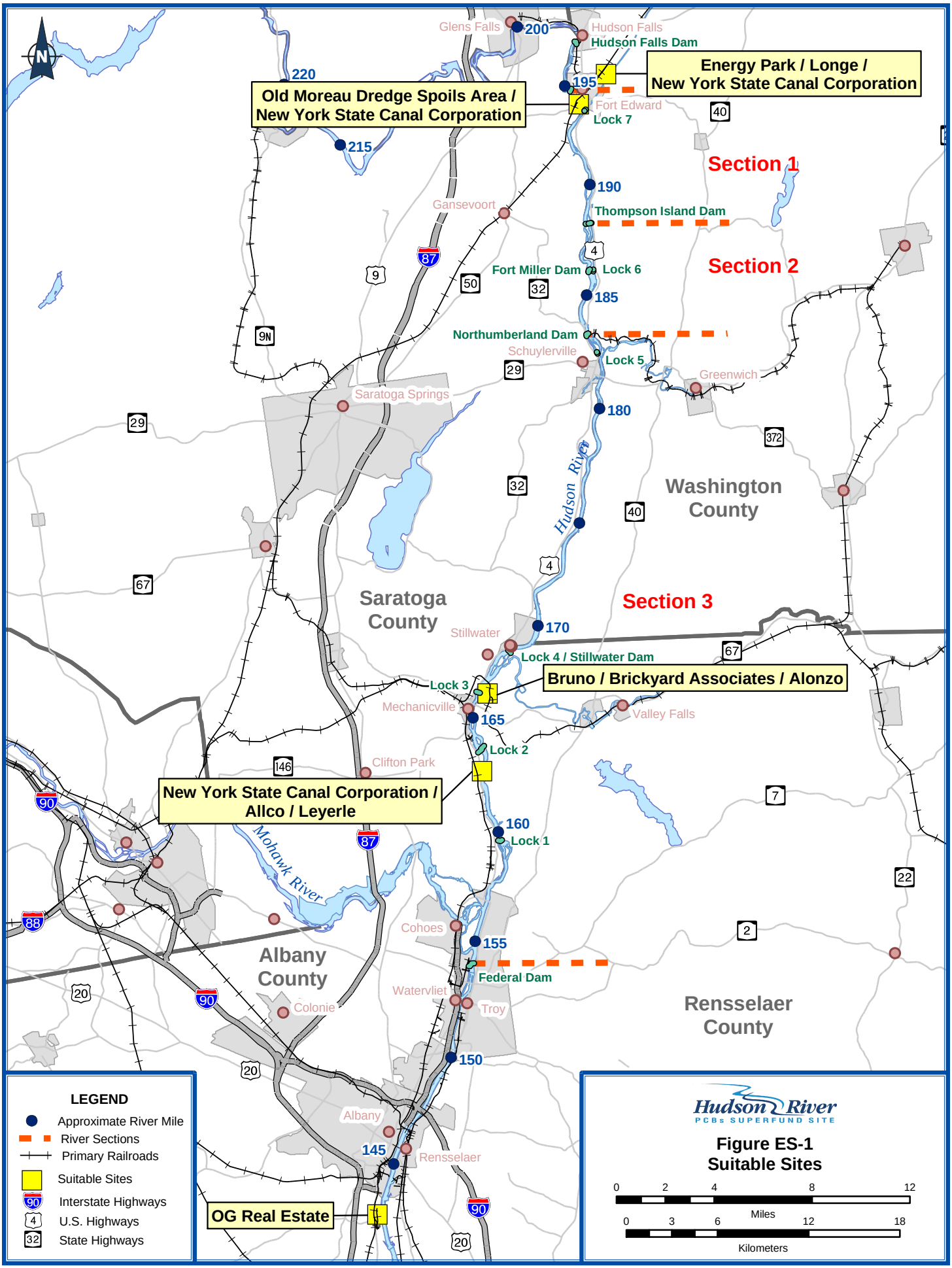
Executive Summary

Identification of the Recommended Sites represents the next-to-last milestone in the United States Environmental Protection Agency's (EPA's) facility siting process. EPA had identified 24 Preliminary Candidate Sites (PCSs) in June 2003 and after detailed evaluations reduced this list to seven Final Candidate Sites (FCSs) in September 2003. Following further detailed evaluations, five of the seven FCSs have been identified in this document as Suitable Sites, which are defined as those sites that exhibit characteristics that satisfy the minimum requirements for designing, constructing, and operating a sediment processing/transfer facility to the standards established by the project. The Suitable Sites are listed in Table ES-1 and presented in Figure ES-1.

Table ES-1 Suitable Sites

River Sections/Site Name	Location	Approximate River Mile
Above River Section 1		
Energy Park/Longe/New York State Canal Corporation (NYSCC)	Fort Edward, Washington County	195.1
River Section 1		
Old Moreau Dredge Spoils Area/NYSCC	Moreau, Saratoga County	193.8
River Section 3		
Bruno/Brickyard Associates/Alonzo	Schaghticoke, Rensselaer County	166.5
NYSCC/Allco/Leyerle	Halfmoon, Saratoga County	162.4
Below River Section 3		
OG Real Estate	Bethlehem, Albany County	142.8

EPA and the Remedial Design (RD) Team have determined through the evaluations conducted to date that three of the five Suitable Sites appear to exhibit those characteristics that would be best suited for optimizing the success of the dredging program. The sites selected as the Recommended Sites are Energy Park/Longe/


Glens Falls
200
Hudson Falls
Hudson Falls Dam
Energy Park / Longe /
New York State Canal Corporation
220
Old Moreau Dredge Spoils Area /
New York State Canal Corporation
195
Fort Edward
Lock 7
40
215
Section 1
190
Gansevoort
Thompson Island Dam
4
87
9
50
Fort Miller Dam
Lock 6
Section 2
32
185
9N
Northumberland Dam
Schuylerville
Lock 5
29
Greenwich
Saratoga Springs
180
29
372
Hudson River
32
Washington
County
40
4
67
Saratoga
County
Section 3
Stillwater
170
67
Lock 4 / Stillwater Dam
Bruno / Brickyard Associates / Alonzo
Lock 3
Mechanicville
Valley Falls
165
Lock 2
146
Clifton Park
New York State Canal Corporation /
Allco / Leyerle
7
90
160
Lock 1
87
Mohawk River
22
88
Cohoes
2
155
Albany
County
Federal Dam
20
Watervliet
Troy
Colonie
Rensselaer
County
150
20
Albany
145
Rensselaer
OG Real Estate
90
20
LEGEND
Approximate River Mile
River Sections
Primary Railroads
Suitable Sites
Interstate Highways
U.S. Highways
State Highways
Hudson River
PCBs SUPERFUND SITE
Figure ES-1
Suitable Sites
0 2 4 8 12
Miles
0 3 6 12 18
Kilometers

New York Canal Corporation (NYSCC), Bruno/Brickyard Associates/Alonzo, and OG Real Estate. These sites are proposed to be carried forward into the design process. If unforeseeable issues arise during intermediate design that indicate that a Recommended Site, or sites, should not continue forward in intermediate design, there is a possibility that another Suitable Site, or sites, could be brought forward at that time. This situation is considered remote and EPA intends to select the sites for the sediment processing facility(ies) from the Recommended Sites.

This Draft Facility Siting Report provides an overview of the facility siting process. The report summarizes the earlier phases of the facility siting process (for which separate reports have been issued) and documents the phases subsequent to the identification of the PCSs. This report also summarizes the community involvement process related to facility siting, the rationale used to screen and evaluate the PCSs and FCSs, the identification of the Suitable Sites, and the sites proposed for selection as the Recommended Sites. The remaining milestone in the facility siting process is to select sites from this list of Recommended Sites for the location of the sediment processing/transfer and rail yard facilities to support Phase 1 and Phase 2 dredging.

After release and public review of this report, EPA's intent had been to select a site, or sites, for the Phase 1 dredging (i.e., the first year of dredging) in spring 2004. Site selection for Phase 2 dredging (i.e., the remainder of the dredging program) was to occur in summer 2004. However, some of the detailed information that would support the selection of sites has not yet been developed. In order to ensure that site(s) selected provide the greatest benefit to the project, the announcement of final selections for Phase 1 and Phase 2 dredging will occur in late fall 2004. It is possible that site(s) selected for Phase 1 dredging would also support Phase 2 activities.

Background

In February 2002, the EPA issued a Record of Decision (ROD) for the Hudson River PCBs Superfund Site. The ROD calls for the targeted environmental dredging of approximately 2.65 million cubic yards of PCB-contaminated sediment from the Upper Hudson River (approximately 40 river miles), in two phases over a six-year period.

The purpose of the facility siting process is to identify locations within the study area that meet the requirements of a sediment processing/transfer facility. In order to implement the cleanup, EPA identified locations for facilities that can be used to transfer sediment from the edge of the river to a processing area, process (i.e., dewater) the sediment, treat the water from the dewatering process, and transfer sediment (stabilized as needed) to a rail or barge for transport to an offsite disposal facility. These sediment processing/ transfer facilities are an important part of the cleanup and will be selected and constructed to safely handle the dredged material.

Overview of the Facility Siting Process

The *Hudson River PCBs Superfund Site Facility Siting Concept Document* (USEPA December 2002) identified the major milestones in the facility siting process:

- **Defining Critical Siting Criteria (Engineering, Additional Considerations, and Site-Specific Information)**. These criteria were defined in the Concept Document as Group 1 – Engineering Criteria, Group 2 – Additional Considerations, and Group 3 – Site-Specific Information. Group 1 and 2 criteria are summarized in Table 6-1 of the Concept Document. Group 3 criteria are summarized in Table 3.3-1 of this document.

  Group 1 siting criteria (i.e., engineering) are sufficient space for facility construction and operations; river, road, and rail access; availability of utilities; and proximity to the areas that will be dredged.

  Group 2 siting criteria (i.e., additional considerations) are the presence of sensitive or cultural resources; existing and historic land uses; the presence of rare or unique ecological communities or threatened and endangered species; ease of acquisition; wetlands, geology, or surface features; and mapped 100-year floodplain or floodway data.

  Group 3 siting criteria (i.e., site-specific information) are information developed from further examination of the Group 1 and 2 criteria; site-specific information derived from the field investigations at the FCSs; and design-related information from the RD Team.

- **Implementing Community Involvement Activities.** These activities have included public availability sessions in conjunction with the release of the Concept Document in December 2002; public forums in conjunction with the release of the list of PCSs in June 2003; public forums in conjunction with the release of the list of FCSs in September 2003; and numerous meetings with state, local, and interest groups to answer questions on the process. Public forums are planned in conjunction with the release of this document.

- **Identifying Preliminary Candidate Sites.** Twenty-four PCSs were identified in the *Hudson River PCBs Superfund Site Technical Memorandum: Identification of Preliminary Candidate Sites Facility Siting Update Report* in June 2003. Fact sheets were developed and distributed and public forums were held in Glens Falls and Albany, New York.

- **Evaluating Preliminary Candidate Sites and Selecting Final Candidate Sites.** Screening and evaluating PCSs was presented at public forums in June 2003. The seven FCSs were identified to the public in the Sediment Processing/Transfer Facility Siting Update Fact Sheet and presented at the public fo-

rums in Fort Edward and Troy, New York in September 2003. The process of evaluating PCSs and selecting FCSs is presented in this report in Section 2.

- **Conducting Site-specific Field Investigations at each of the Final Candidate Sites**. Site-specific field investigations were performed in October and November 2003. A complete summary of investigation activities is provided in the April 2004 *Facility Siting Data Summary Report*. Following completion of the field investigations, site-specific information was used to develop the Group 3 criteria. The scope and findings of the investigations are summarized in this report in Section 3.

- **Identifying Suitable Sites.** Although not specified in the Concept Document, this document identifies Suitable Sites as those FCSs suitable for the construction and operation of a sediment processing/transfer facility (see Section 4).

- **Recommended Site Selection.** This report presents the further evaluation of the Suitable Sites that resulted in the proposed selection of Recommended Sites to be carried forward through the intermediate design process. The Recommended Sites and associated evaluation information are provided in Section 5 of this report.

- **Selecting Final Sites for the RD/Remedial Action (RA) Process.** The remaining milestone in the facility siting process is to identify site(s) selected from the list of Recommended Sites for locating sediment processing/transfer and rail yard facilities to support Phase 1 and Phase 2 dredging.

  The facility-siting process has included coordinating and communicating with various groups over the course of the process, including the public, state and federal agencies, and the RD Team.

PCS Identification and Evaluation

PCS Identification. In December 2002 the EPA's *Hudson River PCBs Superfund Site Facility Siting Concept Document* (USEPA 2002) was issued to the public and public availability sessions were held. The Concept Document laid out the facility siting process and defined the process to be used to identify the PCSs. That process included:

- **Definition of the Facility Siting Study Area.** The study area has been defined as the area of the Hudson River from Hudson Falls south to the downstream end of the Port of Albany and extending one-half mile inland from the edge of each shoreline.

- **Database Development.** A geographic information system (GIS) database specific to the Hudson River PCBs Superfund Site was created through the

acquisition and subsequent development of various datasets, including aerial photography.

- **Parcels Screening via New York State Office of Real Property Services (NYSORPS) Property Classification Codes.** In the ROD, EPA indicated the focus of the siting efforts would be on industrial and/or commercial properties. Therefore, parcel data screening was based on NYSORPS classification codes: vacant non-residential land, commercial, industrial, public services (i.e., power generation and transmission, waste disposal, pipelines, sewage treatment, and water pollution control, etc.), or Hudson River Regulating District Land.

- **Evaluation Against Group 1 Criteria.** The Group 1 (i.e., engineering) criteria are sufficient space for facility construction and operations; river, road, and rail access; availability of utilities; and proximity to the areas that will be dredged.

The EPA held public forums in June 2003 in order to provide the public with an update on the facility siting process, provide the results of the initial evaluation process, and present the PCSs. This process and the results of the evaluation are described in the *Hudson River PCBs Superfund Site Technical Memorandum: Identification of Preliminary Candidate Sites* (i.e., the PCS Tech Memo) (USEPA 2003).

Ultimately, the evaluation/screening process identified 24 PCSs, which were located throughout the facility siting study area, half of them occurring south of River Section 3 (see Table ES-2 and Figure ES-2).

PCS Evaluation. The evaluation of the 24 PCSs involved a phased approach that included:

- Site visits at most of the PCSs.

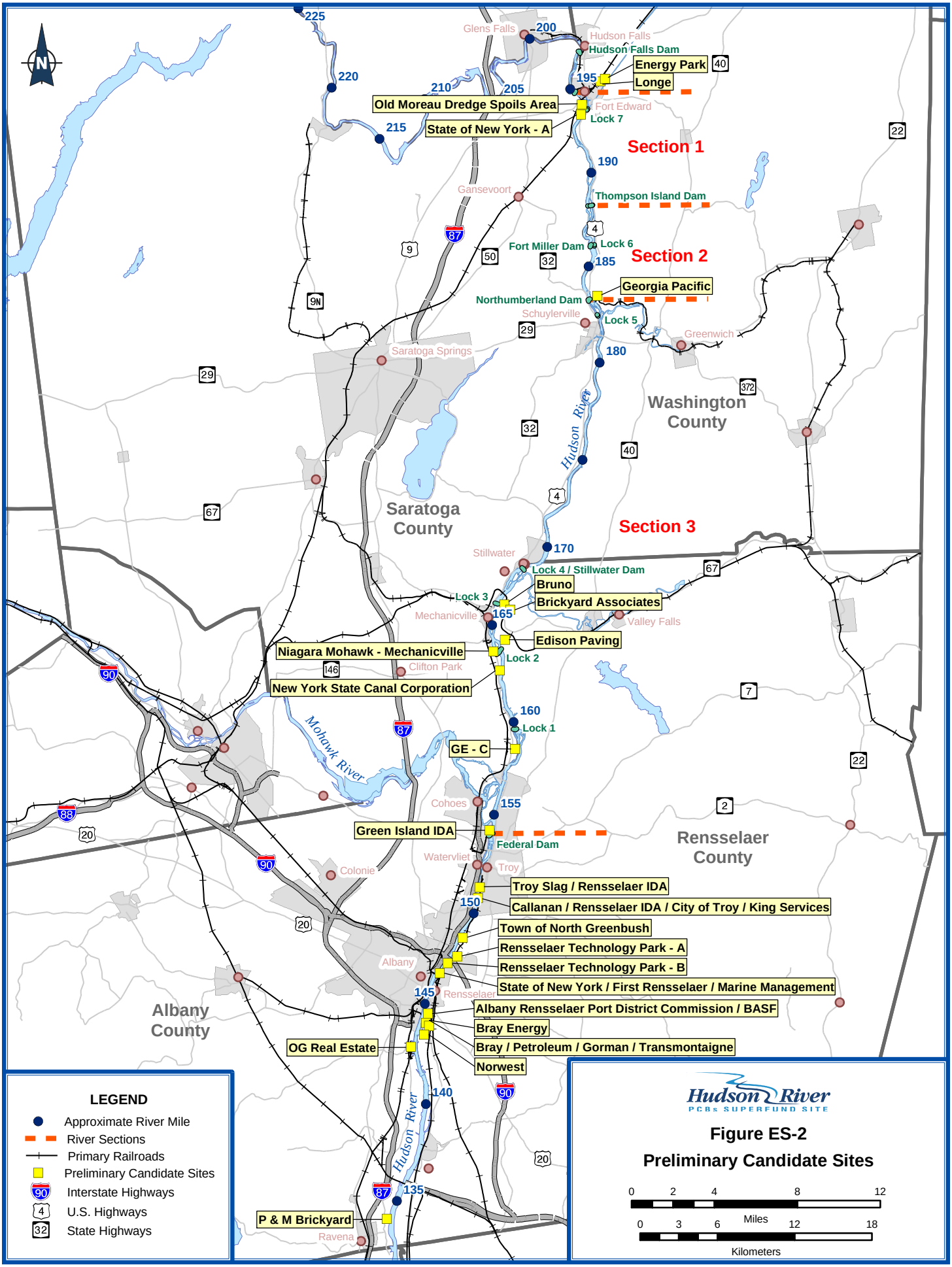
- Development and evaluation of data (i.e., numbers of residential parcels within 1 mile, acreage of wetlands, presence/absence of floodplains, etc.) associated with Group 1 and Group 2 criteria.

- Interaction with the RD Team to discuss features, conditions, and findings on each of the sites and discussions based upon preliminary evaluation of rail facility issues.

- Modification of some of the PCSs. An important step in the PCS process included the modification of some of the PCSs by combining separate, adjacent PCSs and/or adding new parcels to create a larger single site.

Table ES-2 Preliminary Candidate Sites

River Sections/Site Name	Location (Town and County)	Approximate River Mile
Above River Section 1		
Energy Park (Champlain Canal)	Fort Edward, Washington County	195.1
Longe (Champlain Canal)	Fort Edward, Washington County	195.0
River Section 1		
Old Moreau Dredge Spoils Area	Moreau, Saratoga County	193.8
State of New York (A)	Moreau, Saratoga County	193.2
River Section 2		
Georgia Pacific	Greenwich, Washington County	183.2
River Section 3		
Bruno	Schaghticoke, Rensselaer County	165.5
Brickyard Associates	Schaghticoke, Rensselaer County	166.0
Edison Paving	Schaghticoke, Rensselaer County	164.0
NIMO Mechanicville	Halfmoon, Saratoga County	164.0
NYS Canal Corporation	Halfmoon, Saratoga County	162.5
General Electric (C)	Waterford Saratoga County	159.0
Green Island IDA	Green Island, Albany County	154.4
Below River Section 3		
Troy/Slag/Rensselaer IDA	Troy, Rensselaer County	151.4
Callanan/Rensselaer IDA/City of Troy/King Services	Troy, Rensselaer County	150.8
Town of North Greenbush	N. Greenbush, Rensselaer County	148.7
Rensselaer Tech Park (A)	Rensselaer, Rensselaer County	147.7
Rensselaer Tech Park (A)	Rensselaer, Rensselaer County	147.3
State of New York/First Rensselaer Marine Management	Rensselaer, Rensselaer County	146.7
Albany Rensselaer Port District/BASF	Rensselaer, Rensselaer County	144.3
Bray Energy	Rensselaer, Rensselaer County	144.0
Bray Energy/Petrol/Gorman/ Transmon-taigne	Rensselaer and E. Greenbush, Rensselaer County	144.0
Norwest	E. Greenbush, Rensselaer County	143.5
OG Real Estate	Bethlehem, Albany County	142.8
P & M Brickyard	Coeymans, Albany County	134.1


N
225
220
215
210
205
200
195
190
185
180
170
165
160
155
150
145
140
135
Glens Falls
Hudson Falls
Hudson Falls Dam
Energy Park
Longe
Old Moreau Dredge Spoils Area
State of New York - A
Fort Edward
Lock 7
Section 1
Gansevoort
Thompson Island Dam
Fort Miller Dam
Lock 6
Section 2
Georgia Pacific
Northumberland Dam
Schuylerville
Lock 5
Greenwich
Saratoga Springs
Washington County
Hudson River
Saratoga County
Section 3
Stillwater
Lock 4 / Stillwater Dam
Bruno
Brickyard Associates
Lock 3
Mechanicville
Valley Falls
Edison Paving
Niagara Mohawk - Mechanicville
Lock 2
Clifton Park
New York State Canal Corporation
Lock 1
Mohawk River
GE - C
Cohoes
Green Island IDA
Federal Dam
Watervliet
Troy
Colonie
Troy Slag / Rensselaer IDA
Callanan / Rensselaer IDA / City of Troy / King Services
Town of North Greenbush
Rensselaer Technology Park - A
Rensselaer Technology Park - B
State of New York / First Rensselaer / Marine Management
Albany
Rensselaer
Albany Rensselaer Port District Commission / BASF
Bray Energy
Bray / Petroleum / Gorman / Transmontaigne
Norwest
Albany County
Rensselaer County
OG Real Estate
P & M Brickyard
Ravena
LEGEND
Approximate River Mile
River Sections
Primary Railroads
Preliminary Candidate Sites
Interstate Highways
U.S. Highways
State Highways
Hudson River
PCBs SUPERFUND SITE
Figure ES-2
Preliminary Candidate Sites
0 2 4 8 12
Miles
0 3 6 12 18
Kilometers

The evaluation/screening process identified seven FCSs. Portions of five of the FCSs include parcels that have been presented to EPA by interested landowners. Further evaluation and receipt of information provided by the RD Team regarding rail access issues indicated that the addition of property adjacent to some of the sites would enhance the suitability of those sites; six parcels were added to five FCSs. As a result of the examination and evaluation of the PCSs, the following sites were selected as FCSs (see Table ES-3 and Figure ES-3).

Table ES-3 Final Candidate Sites

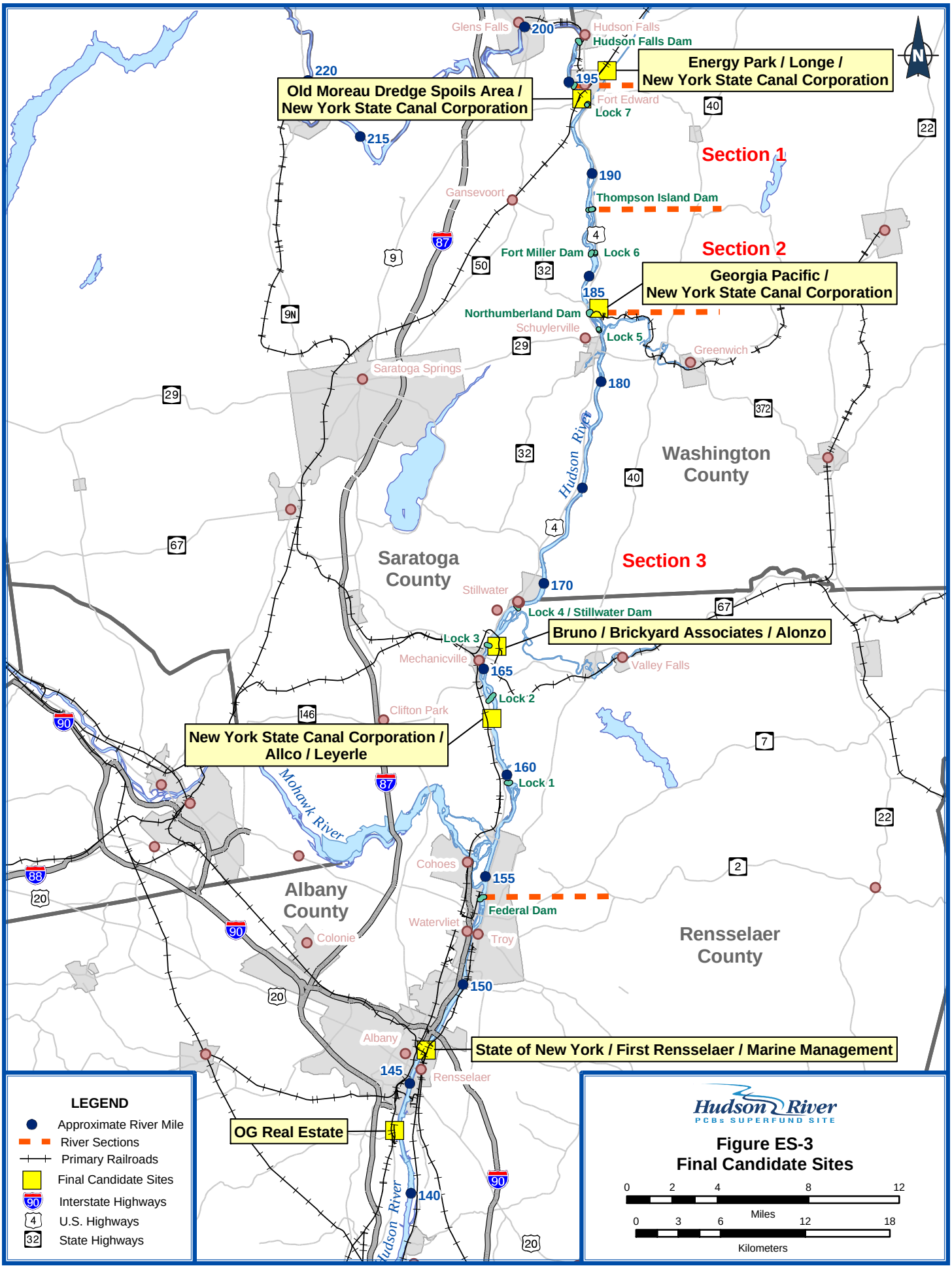
River Sections/Site Name	Location (Town and County)	Approximate River Mile
Above River Section 1		
Energy Park/Longe/NYSCC	Fort Edward, Washington County	195.1
River Section 1		
Old Moreau Dredge Spoils Area/NYSCC	Moreau, Saratoga County	193.8
River Section 2		
Georgia Pacific/NYSCC	Greenwich, Washington County	183.2
River Section 3		
Bruno/Brickyard Associates/Alonzo	Schaghticoke, Rensselaer County	166.5
NYSCC/Allco/Leyerle	Halfmoon, Saratoga County	162.4
Below River Section 3		
State of New York/First Rensselaer/Marine Management	Rensselaer, Rensselaer County	146.7
OG Real Estate	Bethlehem, Albany County	142.8

It is important to note that benefits, potential limitations, and design considerations are associated with each FCS. Those benefits, potential limitations, and design considerations were evaluated relative to suitability for the construction and operation of a sediment processing/transfer and rail yard facilities that would meet the needs of the project.

Evaluation of FCSs

The evaluation of the FCSs involved examining each of the sites and considering information provided by the RD Team. Discussions with the RD Team were held at various points in the FCS evaluation process to incorporate preliminary design information. The following general steps were completed to evaluate the FCSs:

- Site-specific field investigations were conducted. These field efforts included Phase I Environmental Site Assessments (ESAs), Phase II ESAs, geotechnical assessments, utilities assessments, surveys of terrestrial archaeological and architectural resources, wetland assessments, floodplain assessments, initial coastal management area assessments, and baseline habitat and threatened and endangered species assessments. The investigations further characterized the


Glens Falls
200
Hudson Falls
Hudson Falls Dam
Energy Park / Longe / New York State Canal Corporation
220
Old Moreau Dredge Spoils Area / New York State Canal Corporation
195
Fort Edward
Lock 7
215
Section 1
190
Gansevoort
Thompson Island Dam
Fort Miller Dam
Lock 6
Section 2
Georgia Pacific / New York State Canal Corporation
185
Northumberland Dam
Schuylerville
Lock 5
Greenwich
Saratoga Springs
180
Hudson River
Washington County
Saratoga County
Section 3
Stillwater
170
Lock 4 / Stillwater Dam
Bruno / Brickyard Associates / Alonzo
Lock 3
Mechanicville
165
Valley Falls
Lock 2
Clifton Park
New York State Canal Corporation / Allco / Leyerle
160
Lock 1
Mohawk River
Cohoes
155
Federal Dam
Albany County
Watervliet
Troy
Rensselaer County
Colonie
150
Albany
State of New York / First Rensselaer / Marine Management
145
Rensselaer
OG Real Estate
140
Hudson River
N
LEGEND
Approximate River Mile
River Sections
Primary Railroads
Final Candidate Sites
Interstate Highways
U.S. Highways
State Highways
Hudson River
PCBs SUPERFUND SITE
Figure ES-3
Final Candidate Sites
0 2 4 8 12
Miles
0 3 6 12 18
Kilometers

environmental/physical conditions, identified potential environmental considerations, and assisted in the development of the Group 3 criteria.

- Group 3 criteria were developed using the information collected during the field investigations and meetings with the RD Team. The RD Team provided further information on FCS characteristics that might impose limitations on the design of river access/barge transportation and offloading and rail access.

- The FCSs were characterized with respect to Group 1, Group 2, and Group 3 criteria to identify which FCSs were suitable for the operation of sediment processing and transfer facilities (including a rail yard).

- Additional studies, including an Environmental Justice evaluation and review of available traffic information, were conducted. The information evaluated indicates minimal to low human health risks and no further investigation is warranted.

The screening and evaluating of FCSs included a more detailed review of existing resources, features, and conditions within (and in the vicinity of) each of the FCSs. This phase of the facility siting process also involved communication with the RD Team, which provided preliminary design information and identified potential design issues.

Summary of Suitable Sites

Benefits, potential limitations, and additional design considerations have been identified for each of the seven FCSs. The overall suitability of these FCSs for sediment processing/transfer facility and rail yard facility construction and operation has been the basis of the evaluation performed to date. While there are considerations associated with each site, the evaluation of the FCSs suggested that some of the sites exhibited the characteristics necessary to be considered Suitable Sites.

In addition, design considerations identified by the RD Team indicate that although the evaluation had previously centered on sites with useable acreage to construct both a sediment processing/transfer facility (5 acres for mechanically dredged materials and 15 acres for hydraulically dredged materials) and rail yard facility (15 to 25 acres), the evaluation should also consider the use of sites for sediment processing/transfer only in conjunction with barging to another site for rail load-out. This would be an important consideration for sites that have the benefit of proximity, which can be a critical factor associated with transport by pipeline for hydraulically dredged sediment, but that may have potential limitations or design considerations that might prevent the development of a rail yard facility on-site. This potential site-use scenario allowed some FCSs with potentially limited usable acreage to be considered suitable for meeting overall project objectives.

The following summarizes the suitability of each FCS and indicates whether the site has been identified as a Suitable Site. Additional detail regarding the FCSs and Suitable Sites is presented in Sections 3 and 4.

Energy Park/Longe/NYSCC. The benefits outweigh the potential limitations and additional design considerations at the site. Benefits are closeness to 59% of the dredge areas in River Section 1; classification of Energy Park/Longe/NYSCC as vacant industrial land; sufficient useable acreage to construct and operate sediment processing/transfer and rail yard facilities; direct access to an active Canadian Pacific rail line and an existing off-site rail yard; suitable area and flat topography to optimize the layout of the sediment processing/transfer and rail yard facilities; and being owned by an interested landowner. Therefore, the site was identified as a Suitable Site.

Old Moreau Dredge Spoils Area/NYSCC. While the potential limitation of useable acreage could cause this site to be used only as a sediment processing/transfer facility with off-site rail storage or barging of processed material to another rail load-out site, there are enough benefits that outweigh the potential limitations and additional design considerations. Benefits are proximity to dredge areas with adequate river frontage in River Section 1; classification of the Old Moreau Dredge Spoil Area/NYSCC site as vacant industrial land; marginally sufficient acreage to construct and operate sediment processing/transfer and rail yard facilities (it is anticipated that a rail facility would require off-site support for staging and combining rail cars at the Fort Edward Rail Yard to meet project goals); and direct access to an active Canadian Pacific rail line and an existing rail yard. Therefore, the site was identified as a Suitable Site.

Georgia Pacific/NYSCC. While there are benefits associated with this site, the potential limitations and additional design considerations adversely affect site suitability. Benefits are location in River Section 2 where approximately 22% of the dredge material is located; classification of the Georgia Pacific/NYSCC site as vacant industrial land; existing bulkhead on-site that appears to provide sufficient depth for barge offloading and loading operations; the property is owned by an interested landowner; and the useable acreage is sufficient to construct and operate the sediment processing/transfer facility. Limitations are lack of useable acreage on-site for the anticipated rail yard footprint requirements (15 to 25 acres); there are areas containing hilly topography; a landfill is on the eastern parcel; the nearby rail line may not be able to handle the types of loads that this project will produce; up to 20 miles of railroad may have to be rehabilitated and the site is located 32 miles from a major rail carrier; the likely location of the sediment processing/transfer facility may overlie a potential historic archaeological site, requiring further investigation; extensive fill material and other subsurface conditions present geotechnical concerns; and movement of material or personnel across County Road 113 may be a design consideration. Therefore, as the potential limitations and additional design considerations outweigh the benefits at the Georgia Pacific FCS, it has not been proposed as a Suitable Site.

Bruno/Brickyard Associates/Alonzo. The benefits outweigh the potential limitations and additional design considerations at the site. Benefits are location directly on the Hudson River with adequate river frontage location and in River Section 3, where approximately 19% of the dredge material occurs; classification of the Bruno/Brickyard Associates/Alonzo site as rural vacant, and storage, warehouse, and distribution property; useable acreage sufficient to construct and operate sediment processing/transfer and rail yard facilities; and direct access to the active Guilford Rail System rail line, which has access to two rail companies (Norfolk Southern Railway Company [NS] and CSX Transportation [CSX]) thus providing additional transportation flexibility to and from the site. Therefore, the site was identified as a Suitable Site.

New York State Canal Corporation/Allco/Leyerle. The benefits outweigh the potential limitations and additional design considerations at the site. Benefits are location directly on the Hudson River with adequate river frontage and in River Section 3, where approximately 19% of the dredging will occur; classification of the New York State Canal Corporation/Allco/Leyerle site as other rural vacant lands and as commercial vacant land with minor improvements; useable acreage on the western portion of the site sufficient to construct and operate sediment processing/transfer and rail yard facilities; and direct access to Canadian Pacific rail that could provide transportation services to and from the site. Therefore, the site was identified as a Suitable Site.

State of New York/First Rensselaer/Marine Management. The potential conflict with the City of Rensselaer Local Waterfront Revitalization Program (LWRP) and associated plans to develop the site for recreation are considered to be site limitations. This site is located below River Section 3, not close to the dredge areas. The useable acreage for construction of the sediment processing/transfer facility is marginal. Therefore, the potential limitations and additional design considerations outweigh the benefits at the site and it was not identified as a Suitable Site.

OG Real Estate. The benefits outweigh the potential limitations and additional design considerations at the site. Benefits are location directly on the Hudson River with adequate river frontage; property classification is vacant industrial property; useable acreage is sufficient to construct and operate sediment processing/transfer and rail yard facilities; direct access to two active rail lines serviced by CSX and CP Rail at the Port of Albany just north of the site provides additional transportation flexibility to and from the site; and the site is south of the Federal Dam at Troy where the navigational channel is deeper. Therefore, the site was identified as a Suitable Site.

Recommended Sites

Recommended Sites were selected to:

- Provide a group of Suitable Sites to the RD Team for detailed engineering design analyses that would provide necessary flexibility to design a successful dredging program; and

- Communicate to the public the results of the facility siting process by putting forward sites that exhibit greater benefits with fewer, or potentially more manageable, potential limitations and/or additional design considerations relative to other Suitable Sites.

For the purposes of evaluating the Suitable Sites and selecting Recommended Sites, it was assumed that each site would carry out the following functions of a sediment processing/transfer facility: dewater the sediments, treat the removed water, and load the dewatered sediments at an on-site rail yard for transport and disposal.

Key design and logistical considerations were examined and described for each of the Suitable Sites. It was this process that supported the selection of the Recommended Sites. The major decision factors used to select the Recommended Sites are summarized below.

- **Useable Acreage.** The areas within a site not restricted by potential limitations (i.e., steep topography, environmental conditions, cultural resources, wetlands, etc.) have been determined to be useable acreage. The Energy Park/Longe/NYSCC, Bruno/Brickyard Associates/Alonzo, and the OG Real Estate sites contain larger areas of useable acreage that would accommodate the construction of waterfront areas, a processing facility, and a rail yard facility. In contrast, the Old Moreau/NYSCC site and the eastern portion of the NYSCC/Allco/Leyerle site contain variable topography that restricts useable acreage.

  Sites will be evaluated in terms of efficiently supporting waterfront, processing, and rail yard facilities. The potential for "barge in-barge out" (i.e., barging material to a site, processing, and transferring processed material to another rail load out location) will be examined during the intermediate design.

- **Rail Yard Suitability.** Rail yard suitability is a function of useable acreage but also involves access to an active rail line, frontages along active rail lines, the condition and location of existing rail lines, available space for acceptable track configurations for rail car loading and, optimal layout between the rail yard and the processing facility.

  The Energy Park/Longe/NYSCC, Bruno/Brickyard Associates/Alonzo, NYSCC/Allco/Leyerle, and OG Real Estate sites all have long, relatively level rail frontages (the latter three being more than 3,000 feet in length). In contrast, the Old Moreau/NYSCC site contains much shorter (approximately 1,350 foot) rail frontage that is characterized by hilly and uneven topography

and environmental conditions that could affect useable space and therefore increase the complexity of staging, loading, and transferring of rail cars. The evaluation conducted thus far indicates that the Old Moreau/NYSCC site would rely upon the Fort Edward Rail Yard for additional space and rail car staging.

While the NYSCC/Allco/Leyerle contains approximately 3,050 feet of rail frontage, a series of wetlands perpendicular to the rail line create an additional consideration for design of an on-site rail yard.

- **Waterfront Suitability.** Waterfront suitability consists of shoreline of adequate space, length, and relatively level topography for the construction of waterfront facilities and structures. Additional factors for waterfront suitability include existing river channel depths and the potential need for periodic navigational dredging. With the exception of the OG Real Estate site, which has a long river frontage that parallels a deeper navigational channel that can be accessed by larger freight ships, each of the other Suitable Sites have issues relative to waterfront suitability. While these sites have adequate frontage, the Energy Park/Longe/NYSCC site will require designing berthing and turning basin facilities along the Champlain Canal; the Old Moreau/NYSCC site may require construction of an in-river channel and is expected to require extensive navigational dredging; and the Bruno/Brickyard Associates/Alonzo and NYSCC/Allco/Leyerle sites are located along shallow areas of the river and will require extensive dredging in order to obtain shoreline access and will likely require periodic navigational dredging.

- **Environmental Conditions.** Environmental conditions refer to the results of the Phase II sampling and include issues of potential contamination, types and locations of contamination, the need for future sampling, and potential limitations on useable acreage. The known environmental conditions on the Old Moreau/NYSCC site (surface and subsurface PCB contamination) are considered a potential restriction on useable acreage. In contrast, the other sites do not appear to have significant environmental concerns.

- **Road Access.** Establishing road access has been identified as an additional design consideration for each of the Suitable Sites. Road access issues associated with the Energy Park/Longe/NYSCC site include nearby residential areas, crossing an active rail line, and the potential relocation of the Lock 8 access road. The Bruno/Brickyard Associates/Alonzo and NYSCC/Allco/Leyerle sites contain public roads through portions of the properties, requiring additional design considerations for establishing an efficient way to transfer materials, equipment, and employees such that disruption of local traffic is minimized. Local roadways are already in place in the vicinity of the Old Moreau/NYSCC site. Road access to the OG Real Estate site is limited.

- **Proximity to Dredge Areas.** Proximity to dredge areas has been considered a critical factor from the outset of the facility siting process. Sites that are closer to larger percentages of the dredge material increase efficiencies of transfer of dredge materials and provide the potential to use hydraulic dredging or both hydraulic and mechanical dredging. These factors influence dredging production rates. River Section 1 contains the majority of the material to be dredged (approximately 59%). Absent other evaluation criteria, locating a facility close to the largest volume of material to be dredged would be advantageous to the design of a successful dredging program. No Suitable Sites were identified in River Section 2, where approximately 22% of dredge material is located. However, it is assumed that dredge material can be transported north or south of River Section 2 to a selected site. Both the Bruno/Brickyard Associates/Alonzo and NYSCC/Allco/Leyerle sites are located in River Section 3, where approximately 19% of the dredge material occurs. OG Real Estate is the only Suitable Site located below River Section 3. It is assumed that mechanically dredged material, once loaded on barges, can be transferred downriver to locations in and below River Section 3.

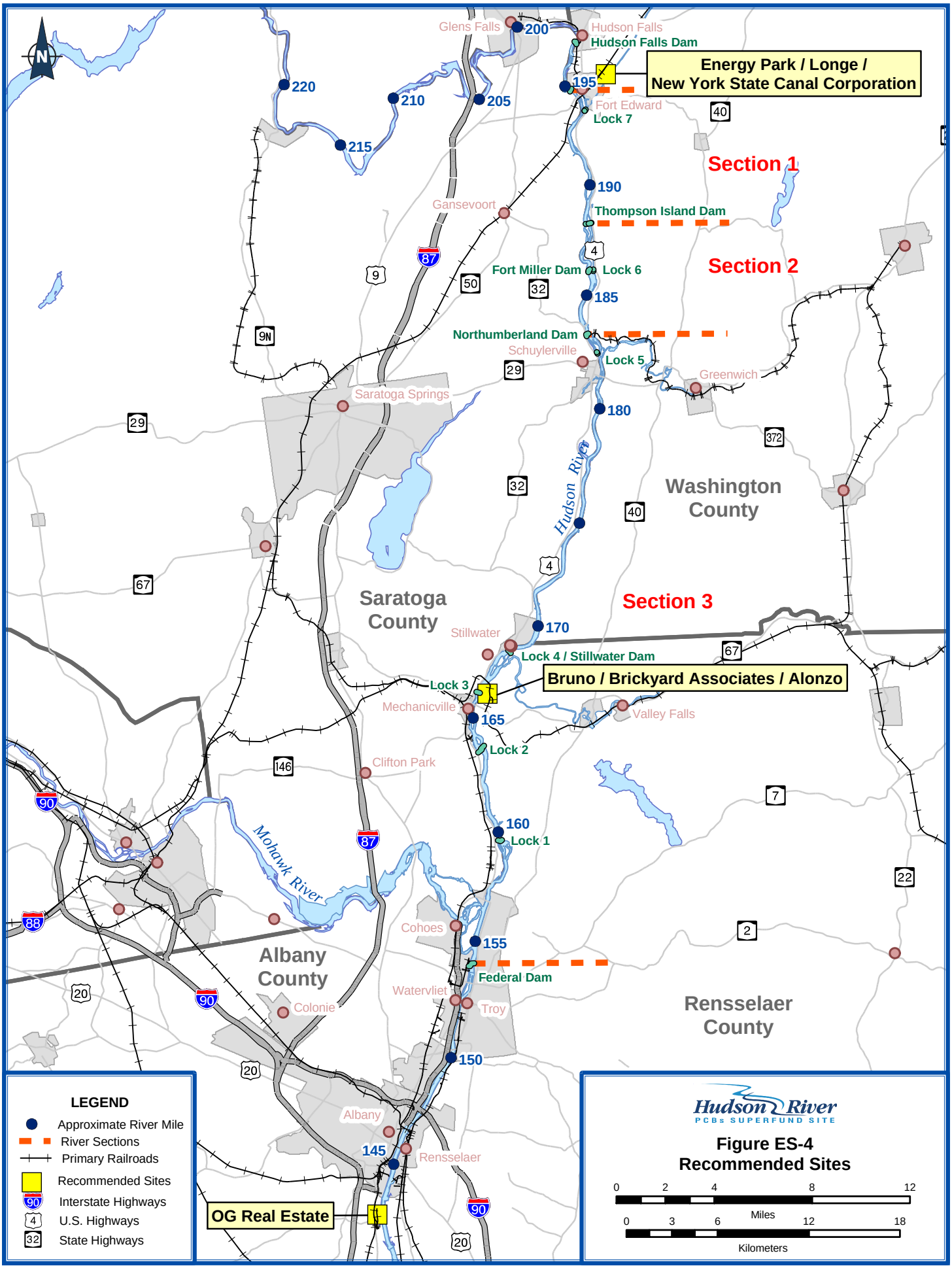
- **Other Site Considerations.** Other site factors were also examined to support the selection of Recommended Sites, including wetlands, cultural resources, access to borrow material, geology and surface features, floodplains, etc. Although evaluated, these additional considerations were not determined to be key decision factors but will likely influence design.

EPA's three Recommended Sites (see Figure ES-4) are:

- Energy Park/Longe/NYSCC;
- Bruno/Brickyard Associates/Alonzo; and
- OG Real Estate.

Conclusion

EPA had identified 24 PCSs in June 2003 and after detailed evaluations reduced this list to seven FCSs in September 2003. Five of the FCSs were identified as Suitable Sites. The location and characteristics of the sites are discussed in greater detail within the body of this report. The Suitable Sites were examined in terms of key design and logistical considerations, resulting in the selection of three Recommended Sites. The Recommended Sites are proposed for further, detailed evaluation during the Phase 1 intermediate design and will be assessed against additional key project design evaluations (e.g., sediment transportation logistics, material handling, determination of dredging methods, etc.). The final selection of sites for the sediment processing/transfer and rail yard facilities will be determined in coordination with the RD Team. It is expected that the site(s) to be used for Phase 1 and Phase 2 will be selected in late fall 2004.


Glens Falls
200
Hudson Falls
Hudson Falls Dam
Energy Park / Longe /
New York State Canal Corporation
195
Fort Edward
Lock 7
40
220
210
205
215
Section 1
190
Gansevoort
Thompson Island Dam
4
87
9
50
Fort Miller Dam
Lock 6
Section 2
32
185
9N
Northumberland Dam
Schuylerville
Lock 5
29
Greenwich
Saratoga Springs
180
372
29
Hudson River
32
Washington
County
40
4
67
Saratoga
County
Section 3
Stillwater
170
67
Lock 4 / Stillwater Dam
Bruno / Brickyard Associates / Alonzo
Lock 3
Mechanicville
165
Valley Falls
Lock 2
146
Clifton Park
7
90
160
Lock 1
Mohawk River
87
22
88
Cohoes
155
2
Albany
County
Federal Dam
20
Watervliet
Troy
Colonie
Rensselaer
County
150
20
Albany
145
Rensselaer
OG Real Estate
90
20
LEGEND
Approximate River Mile
River Sections
Primary Railroads
Recommended Sites
Interstate Highways
U.S. Highways
State Highways
Hudson River
PCBs SUPERFUND SITE
Figure ES-4
Recommended Sites
0 2 4 8 12
Miles
0 3 6 12 18
Kilometers