

In addition, the owners of an abutting property expressed a disinterest in discussing access. Additional considerations include the need to move a septic leach field and construction of either roadway enhancement or installation of a traffic light on Route 125. The estimated cost range is \$355,000 to \$470,000, which does not include roadway enhancements, real estate transactions, or a temporary traffic light.

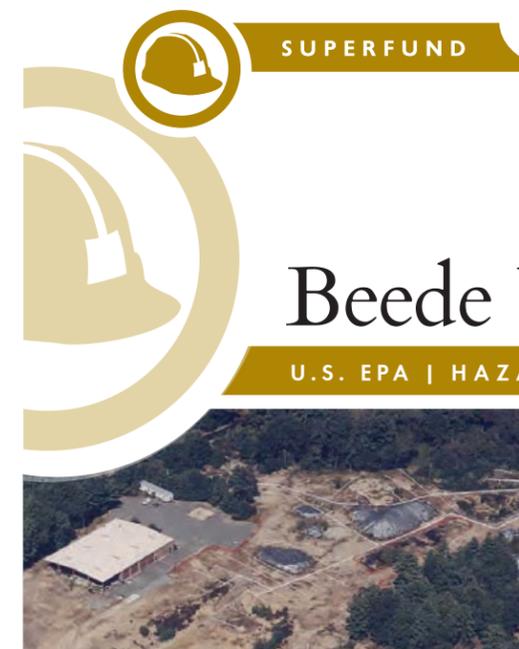
NEXT STEPS

The Beede Performing Group, under the supervision of EPA and NHDES, will develop a 30%

Design for Access Routes D and A1. As part of its plan to maintain contact with the local community and town, EPA will hold informational meetings and/or issue newsletters as information becomes available. It is expected that the full design work will be completed in 2011. The construction schedule will be determined as part of the completed design. Some cleanup could begin in 2011, but the bulk of the cleanup is expected to start in 2012 and last approximately four years (trucking of contaminated soil and clean fill is only one part of the effort and is expected to take about 9 to 18 months). The groundwater treatment will

continue until cleanup standards are met which is estimated to take 15 years after the on-site source of groundwater contamination has been treated.

More information can be found at the site information repository at the Plaistow Public Library, 85 Main Street, and the EPA Records Center, 5 Post Office Sq., Boston or on-line at www.epa.region1/superfund/sites/beede.



SUPERFUND

Beede Waste Oil Site Plaistow, NH

U.S. EPA | HAZARDOUS WASTE PROGRAM AT EPA NEW ENGLAND

THE SUPERFUND PROGRAM protects human health and the environment by investigating and cleaning up often-abandoned hazardous waste sites and engaging communities throughout the process. Many of these sites are complex and need long-term cleanup actions. Those responsible for contamination are held liable for cleanup costs. EPA strives to return previously contaminated land and groundwater to productive use.

SITE DESCRIPTION:

Part of the \$50 million cleanup of the Beede Waste Oil Superfund Site is going to require trucking approximately 78,000 cubic yards of contaminated soil and sediment to an off-site facility, and bringing in clean fill. Before the cleanup can get started, a temporary truck route and design details for the cleanup must be determined. Although the parties performing the Beede cleanup are required to provide information on possible access routes, EPA, in consultation with NH Department of Environmental Services (NHDES) makes the final selection of an appropriate access route for truck traffic. To help inform its decision, EPA consulted with site neighbors, Plaistow Town officials, the NHDES, the NH Department of Transportation, and T.Y. Lin International Consultants (traffic experts hired by EPA), as well as the written evaluation of all possible site access routes provided by the Beede Performing Group, the parties responsible for the cleanup, as part of its court agreement.

Soil removal is required by EPA's cleanup decision for the site. During the period of greatest truck activity (during removal of contaminated soil), the numbers of trucks entering and leaving the site could vary from approximately 30 to 43 trucks per day and take 9 to 18 months to complete (estimates take into account avoiding school bus operations). The longer the trucking duration, the fewer number of trucks will be used per day. EPA recognizes that all access routes present some level of inconvenience or impact to local residents and infrastructure during the estimated 9 to 18 months of trucking. But the 40-acre Beede Site cannot be cleaned up without vehicular access. Potential risks to human health and the environment, and to local drinking water wells, cannot be adequately addressed unless contaminated soil is removed.

In June 2010, EPA held an informational meeting at which it described seven potential access routes under consideration. After careful study, EPA believes that all of the potential access routes necessary to perform the Beede

cleanup could be made safe for truck traffic. However, of all the potential routes, **EPA has selected Access Route D as the preferred option. Access Route A1 has been chosen as the backup option** for further evaluation if it is discovered that Access Route D cannot be implemented. Use of these two points of access will be further evaluated as part of the Preliminary Cleanup Design Report (often referred to as the 30% Design Report).

WHAT IS "30% DESIGN"?

A design report transforms a plan from broad concepts (e.g., digging and hauling contaminated soil) to one with detailed logistics (e.g., exactly where and how much soil, how many trucks, during which hours, any road improvements, a traffic safety management plan addressing avoiding school bus traffic, signage, flaggers, police details, etc.). Thirty percent is the amount of detail where a project has enough specifics to be further discussed with the public and local officials.

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LEARN MORE AT:

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SELECTED TEMPORARY ACCESS ROUTE

Access Route D involves creating a temporary access point onto Main Street (Route 121A), at the intersection with Danville Road, from which trucks will travel to Route 125. The geometry of this temporary route easily creates a standard four-way intersection that can be safely handled by either flaggers and/or police details, or through the construction of a temporary or permanent traffic light (such design details will be evaluated further as part of the 30% Design Report). This intersection can also be designed to ensure a safe truck turning radius and will not require roadway improvements because the road is already built to accommodate truck and other heavy vehicle traffic. The trucks exiting the site will have good sight distance in either direction without having to relocate utility poles, trim trees, or construct other roadway improvements.

Infrastructure considerations for this route needing further study in the design stage include whether or not it makes sense to use a left-turn signal at the intersection of Main Street and Route 125 to alleviate congestion and to enhance safety, and/or to construct a temporary traffic signal at Danville Road and Main Street, or if flaggers and/or police details provide sufficient control and safety. This route may require the demolition of one house and the establishment of access across another property. During the 30% design phase, this option's current estimated cost of \$305,000 to \$375,000 will be refined to account for recommended design elements such as the possible lease or purchase of property for access.

THE \$50 MILLION BEEDE WASTE OIL SUPERFUND SITE CLEANUP INVOLVES:

- Excavation and off-site disposal of contaminated shallow soil, sediment from Kelley Brook, and soil piles (approximately 78,000 cubic yards);
- Treatment of contaminated deep soil using soil vapor extraction technology;
- Groundwater extraction and treatment;
- Land use restrictions; and,
- Long-term monitoring of groundwater, surface water, and sediment.

BACK-UP ACCESS ROUTE A1

If during the 30% design effort it is determined that Access Route D can't be implemented, Access Route A1 will be the preferred alternative. With this route, trucks would turn left onto Kelley Road and then left again onto Main Street before heading to Route 125. It is important to note that the exact A1 driveway location has not yet been confirmed and it will be determined more exactly during the 30% design effort. The exact driveway entrance could be located anywhere between the Main Street side of the existing building along Kelley Road and the location shown on the potential access routes map.

Design work for evaluation of this access route also will include evaluation of whether or not it makes sense to install a temporary traffic light at the intersection of Kelley Road, Main Street and Culver Street, as well as the potential benefits of installing a left-turn signal at Main Street and Route 125, or if flaggers and/or police details provide sufficient control and safety. An existing estimated cost range for Access Route A1 is \$217,000 to \$287,000, however the actual costs will be refined during design work to include recommended design elements.

ELIMINATED ROUTES

Route A2 is the site's existing entrance and was eliminated because of the dip and bend in the road which limits the trucks' line of sight exiting the site, the road condition, as well as the number of Kelley Road residents that trucks would pass on this relatively narrow residential road. Although these issues could be addressed through planning; in comparison to Access Routes D and A1, more measures would need to be taken to do so. The estimated cost range of \$140,000 to \$210,000 does not take into account pavement improvements, a potential light at Kelley Road and Main Street, measures to address the limited line of sight, nor the addition of a potential left-turn signal at Main Street and Route 125.

Route B involves the building of a bridge over Kelley Brook and its wetlands and floodplain to Old County Road. Although this route would have trucks passing a low number of residential properties en-route to Route 125, it does not comply with state and federal laws and regulations regarding wetlands and floodplains. As noted by the state's expert, the quality of wetlands in the area of Old County Road is of high value. The Federal Wetlands Executive Order, the Federal Floodplains Executive Order and the Federal Clean Water Act, in addition to New Hampshire standards for avoidance and minimization of impacts

WHAT ABOUT THE REUSE PLAN?

In 2003, EPA provided the Town of Plaistow with a \$100,000 Superfund Redevelopment Initiative Grant. These grants enable municipalities to hire consultants to assist in a visioning process about a Superfund site's potential reuse and help inform EPA about the site's reasonable anticipated future reuse. Selection of proper cleanup levels for a Superfund site is complex, and it is helpful for EPA to gather as much information as it can about likely future use of a site as part of that process. The Beede Site is located in a residential area, but Plaistow's reuse efforts helped EPA to affirm that the reasonable anticipated future reuse of the Beede Waste Oil site will most likely remain residential and that residential cleanup standards are appropriate for Beede. The details of that potential future reuse as envisioned in the Town's report, EPA expects, would be of benefit to a future redeveloper. At this time the property is zoned as residential by the Town and owned by the Beede Performing Group.

to wetlands, prohibit destruction of wetlands and floodplains where there is a practicable alternative to such activity. Because there are other practicable access routes for the Beede Site, Access Route B can't be selected.

In addition to the federal and state wetland and floodplain laws and regulations, EPA was made aware of additional considerations such as the existing limited line of sight, road conditions not designed for heavy trucks, the possible need for a left turn and acceleration lanes, and a culvert not rated for truck loads. Construction of a bridge is the one route that would likely have a permanent impact.

The estimated cost for a permanent bridge is \$1,500,000 which does not include the costs associated with the possible left-turn and acceleration lanes or the costs associated with police details and/or flaggers on Old County Road.

Routes C1a, C1b, C2, which would direct trucks directly onto Route 125, were eliminated because the NH Department of Transportation regards these options as the least desirable and critically, use of access roads C1a and C1b would impact floodplains, and federal and state laws prohibit impact to a floodplain if practicable alternatives exist, which they do for Beede.

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