



FACT SHEET

MOSS-AMERICAN SUPERFUND SITE PROJECT UPDATE JULY 1994

INTRODUCTION

This is the third project update report about the Moss-American Superfund site, located at the intersection of Brown Deer and Granville Roads, Milwaukee, Wisconsin. The U.S. Environmental Protection Agency (U.S. EPA) will provide regular updates during the design and cleanup phases at the site. Additional activities, such as informal information sessions and public meetings, may also be held. These activities will be announced in future updates and in local newspapers.

BACKGROUND

The Moss-American site is the location of a former wood preserving facility that treated railroad ties with a creosote and fuel oil mixture. The site operated from 1921 to 1976, when it was closed by the former owner, Kerr-McGee. While in operation, liquid wastes were discharged to settling ponds that drained into the Little Menomonee River. Today's environmental problems at the site are related to the use and disposal of creosote.

U.S. EPA finalized a cleanup plan in September 1990. The plan included rerouting the Little Menomonee River, treating highly contaminated soil on site in a device called a slurry bioreactor, covering remaining contaminated sediment and soil, treating contaminated ground water, and treating soil from the northeast landfill and disposing of it on site. Kerr-McGee signed a legal document called a consent decree in 1991 to fund and conduct the cleanup.

ONGOING DESIGN ACTIVITIES

Before the site is actually cleaned up, Kerr-McGee, under U.S. EPA and Wisconsin Department of Natural Resources (WDNR) supervision, is designing the cleanup project. In order to do this, additional information needs to be collected. These "pre-design" activities are currently being done on the Chicago and North Western Railroad (C&NW) property north of Granville Road and along the Little Menomonee River. This field work, which may be noticed by people using the river area for recreational purposes, began in mid June and will run through September. Heavy equipment, such as drill rigs, and contractors wearing protective clothing and possibly respirators, may be seen working along the river. A trailer serving as a mobile office is on C&NW property north of Granville Road. People may also notice that strict security measures are being enforced on C&NW property. Warning signs have also been posted along the gate on the east end.

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The field work underway includes:

- o sampling sediment to better define naturally occurring conditions and the extent of contamination (the seriousness of the contamination as well as how much of the river is affected);
- o sampling soil to refine how much soil is contaminated;
- o digging soil borings to determine how to find and collect pockets of creosote contamination; and
- o digging soil borings and taking samples on both sides of the river to determine the best place to relocate the river.

The field work scheduled to begin in July and August includes:

- o an "extent of contamination study" for sediment which involves sampling at regular intervals along a six-mile stretch of the river from the Moss-American property to the confluence of the Little Menomonee River to the Menomonee River; and
- o installation of new ground water monitoring wells east of the river to determine the extent of contamination in ground water.

U.S. EPA expected many of these activities to be completed earlier this year. However, negotiations for property access took longer than originally anticipated. So, results from this summer field work should be available by December.

When the design phase is completed, the project will move to the cleanup, or remedial action, phase. During this time, scheduled for 1997 or 1998, the park adjacent to the river between Brown Deer Road and Hampton Avenue will be affected. Park facilities, such as hiking and bicycle paths, could be temporarily closed to accommodate the heavy machinery typically used to clean up U.S. EPA Superfund sites. Residents living near the river may also see and hear the cleanup work. U.S. EPA and Kerr-McGee will try to minimize impacts to the public during the construction.

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